

AMERICAN RAILROAD JOURNAL.

**STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.**

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American Railroad Journal.

New York, Saturday, September 8, 1877.

Government Protection of Railroads.

The last number of the North American Review contains an article from the pen of Col. Thomas A. Scott, in which, after giving a history of the recent railroad riots, he asserts that the difficulties which compelled the reduction of the wages of employees had their origin in the panic of 1873, which was in turn the result of the creation of great debts by States, cities and corporations, which were not felt for a long time but suddenly became onerous and almost intolerable. Since that period the country has been obliged to meet its debts by actual payments from its resources and not by renewals. To do this every important industry has been compelled to practice the most rigid economies to escape loss. The experience of cotton, woolen, iron and other industries has been the same. Capital has yielded so scant returns that the men who pretend to dictate the scale of adequate wages would regard them with disdain. Thousands of establishments have been run simply to afford labor to employees and with-

out an iota of profit to the owners. He asserts that the rolling mills of Pennsylvania would have been closed at the beginning of last winter had not the railroads anticipated their own wants by giving orders for rails months in advance of their actual requirement. In addition to this, railroad companies have favored industries along their lines by reducing the charges on local freights to the lowest figure ever known, and have moved the heavy articles used by manufacturers at prices scarcely above the actual cost, so that employment might be continued to laboring men. He complains that these efforts of railroad corporations in behalf of laboring men have been so perverted and misconstrued as to be made to appear to have been done to the disadvantage of the classes which are alone profited thereby. In speaking of the recent outrages, he declares that not over ten per cent of the employees of railroads had anything to do with them.

But the most important topic considered by him is that relating to the protection of railroads. Every other interest in the country depends upon the protection of the railroad lines; consequently their successful management requires absolute and uninterrupted freedom of movement, and to this end local, State and Federal authority should unite to secure instant and effective protection against violent interruption.

He points out the delay and danger attending the present system of quelling disturbances, as shown in the recent troubles, and significantly remarks that the only roads which could secure prompt protection "were those whose misfortunes had made them bankrupt and placed them in the direct custody of the officers of the United States Courts," who could call directly to their aid United States troops with whom no rioter dared interfere. He adds that it will hardly be contended that railroad companies should become bankrupt in order to entitle them to the protection of the United States Government.

He believes, as the above sentiment suggests, that the Federal Government should extend its protection to all highways carrying on inter-State commerce, by land or water, in which the citizens of different States are interested; and to that end he calls upon the earnest, unprejudiced and pa-

triotic men of both Houses of Congress to discuss this grave subject independently of party lines and to enact a law which will confer upon corporations engaged in running inter-State lines of railroads carrying United States mails, the right to appear before the tribunals of the United States and petition for a process by which rioters or others interfering with the movement of such traffic, may be suppressed.

The greater portion of the article, of which the above is a brief abstract, will be found on another page of this week's issue.

Practical Talks on Mechanical Reform.

And while we write accounts come to us of several serious accidents on railroads, attended with loss of life and limb, destruction of property and all those sequences which follow in the train of disasters. Now the answer to an inquiry as to the cause of this or that accident is found to be in nearly every case want of watchfulness, carelessness, and common sense. A conductor backs his train on to a crowded wharf without a light, a switch is misplaced, irregularity or a late train causes a collision—this and much more the public know already. A description of such casualties in these columns would be to give a mere repetition of what has been published; but the facts that are developed by investigation only corroborate what has already been said on this subject, and make the need of rules, regulations, supervision and discipline more and more apparent. We have digressed slightly to refer to the increased number of accidents that have recently taken place; we now return to the subject of inspection.

Why, says one, we have inspectors and examining engineers already, competent men at a good salary who do their duty; only look at the certificates framed and suspended in the cabins of ferry boats, steamtugs, river and ocean steamers; does this look like carelessness, or indifference to public safety? We grant the exhibition of certificates as a reality that cannot be denied; and when the public

read them the feeling of safety may or may not be somewhat engendered, by learning that the engine and boiler have been duly inspected, that the cylinder is of a certain diameter and the stroke so many feet, that the boiler plates are of a certain thickness, that the safety valve is weighted for so many pounds pressure, that there are so many pumps, that the engineers are licensed, etc. This is all well enough as far as it goes. It gives a certain amount of information, comprehended only by engineers and captains and those familiar with steam and the steam engine. They are evidences that the inspector does something for his salary, that there is a certain amount of supervision done—it may be nominal and superficial, or strict and efficient; but the certificate is the Inspector's Certificate for the traveling public, by that and that alone they must form their own opinions. This steamboat inspection when thoroughly done and attended to is an excellent regulation; it has had and always will have its beneficial effects and advantages; we are far from deprecating it; we commend it as an arrangement which should be greatly extended, encouraged and enforced as much as possible; the laws that exist relative to it should be familiar not only to captains and engineers, but to the public. We would have these also framed and suspended in conspicuous places on every steamboat, and like the rules to be seen in some English cabs placed so that that they can be read by every passenger, one of which is, that if the driver makes an overcharge he is deprived of his license. In a similar manner, if the traveler detects a lying certificate, or discovers that he has paid his fare to travel in a boat having an incompetent engineer, a thin boiler with over pressure—in short, if the traveler finds that the rules are not strictly adhered to, let it be reported to officials who can first of all deprive the captain of his position for breaking the laws, and secondly prevent the boat from sailing again until the requirements of the law are complied with. This may be considered impracticable, and one hundred difficulties and serious objections can be raised in the face of such laws because they seem to conflict with personal interests, incomes and profits—but they really do not. To what is the grand success of the Cunard Line of ocean steamers attributed, for the company have never lost a mail or a passenger by any conduct of their own since the line was organized? Is it not by the maintenance of strong ships, the employment of competent officers, the enforcement of rules and regulations, a rigid undeviating, uncompromising discipline, that tolerates no excuse for insobriety, accepts of no apology for neglect of watchfulness and duty, and demands that at the end of each voyage a thorough overhauling and minute examination of every part of the ship, boilers and engines shall be made by the resident inspecting engineer, a gentleman who has had long practical experience as a workman, as a designer and

draftsman, as a student of naval architecture and marine engineering, as chief engineer of the line. With overall on he creeps into boilers, furnaces, ash pits and cylinders, from stem to stern his eye is ready to detect a loose rivet or a leaking valve, or an incorrect gauge. This is inspection. Strong ships, competent officials, strict discipline, the best food and an abundance of it, prompt payment of salaries and wages—this is management that has succeeded and will always succeed—wherever and whenever it is instituted.

Atlanta and West Point Railroad.

The earnings of this road for the years ending June 30, 1876 and 1877, were:

	1876.	1877.
From passengers.....	\$99,211 50	\$88,101 13
" freight.....	160,344 99	193,481 71
" mail.....	12,151 68	13,522 08
" express.....	4,525 56	5,881 48
" Government, etc.....	7,265 25	10,692 42

\$283,498 98 **\$311,558 82**

Expenses, viz:	
Conducting transp.....	\$45,544 06
Motive power.....	62,604 34
Maintenance of way.....	50,325 06
Maintenance and rent of cars.....	12,837 24
Rent of Central and Georgia Railroad tracks.....	6,000 00
Taxes.....	3,760 00
Litigation claims and fees.....	1,142 28

\$128,949 84

Net over ordinary expenses.....

Steel and iron rails over estimated annual wear.....

\$22,000 00

Net over all expenses.....

\$106,949 84

For the year ending June 30, 1876, the earnings were \$283,498 98, the expenses \$183,905 42, and the net earnings \$99,593 56—showing an increase in earnings of \$27,069 84, an increase in expenses of \$20,303 56, and an increase in net earnings of \$7,356 28. The ratio of current ordinary expenses to receipts in 1877 was 58.5 per cent, a reduction of 8 per cent as compared with the previous year. The Superintendent in his report says:

Our wants for the present fiscal year, beyond the current expenses, consist of a new freight depot at Atlanta, two new passenger cars, and 200 tons of steel rails. With reductions in some items of the current expenses, which I am able now to foresee, I am inclined to the opinion that the cost of these betterments—say about \$28,000—will not interfere with the regular 4 per cent semi-annual dividends. There can be no doubt that the true interests of the company would be promoted by smaller dividends and larger expenditures for steel rails. Increased speed of trains, called for by active competition, and economy in maintaining a safe track, render the renewal of the old rails a matter of pecuniary saving. We have, however, reduced the original light rails to so short a space that we hold it well in hand, and can doubtless get along safely and comfortably during the present year on the forgoing estimate of renewals. The track and roadway are generally in good condition, and I think we will be enabled to reduce some of the items of expenses in the maintenance of way department, sufficient, probably, to balance the cost of barbed wire fencing, which is now being put up to exclude stock from the track. The risk, cost and annoyance of killing stock justifies a much larger expenditure than this preventive calls for. I am entirely satisfied with the results thus far, and believe that the saving in cost of stock alone will, in two years, repay the full cost of fencing.

The motive power expenses have been about \$7,000 more than for the previous year. An increase was predicted in my former report. A part of this is due to increased tonnage, but the greater portion was in changing tonnage of our locomotives to coal burners. Our experiment in burning coal with "Rushton's Improved Stack and Spark Ejector" is a success. The Spark Ejector, invented by our Master Machinist, Wm. Rushton, Esq., acts incidentally as a boiler cleaner. Its combined merits render it one of the most valuable improvements that has of late years been effected in the locomotive engine. The motive power is in good condition, and, I think, fully equal to the wants of the present year.

The company have 21 locomotives, 5 passenger, 4 baggage, 1 express, 113 box, 18 stock, 23 plat form, 3 coal, 5 cab and 2 shanty cars. Number of passengers carried 36,293, against 46,180 in 1876—a decrease of 9,887. Tons of freight transported, 75,684; do. in previous year, 55,860—increased, 19,824. Bales of cotton transported 99,097, against 61,412 in 1876—increased, 37,685.

BALANCE SHEET, July 1, 1877.

Road outfit and real estate.....	\$1,194,061 22
Bills receivable.....	139,992 25
Preferred stock, Vicksburg and Meridian R. R. Co.....	8,332 00
Preferred stock, Mobile and Montgomery R. R. Co.....	700 00
Bond exchange account.....	9,853 24
Interest account.....	6,052 68
Dividends of July and January, \$4 per share each.....	98,576 00
Due by agents and connecting roads.....	29,335 56
Road expenses for the year.....	204,208 98
Cash on hand.....	43,896 31
	\$1,730,108 24
Capital stock.....	\$1,232,200 00
Bonds of the company.....	83,000 00
Profit and loss, July 1, 1876.....	98,285 37
Dividends unpaid.....	1,975 00
Due to agents and connecting roads.....	3,489 05
Road earnings for the year.....	311,158 82
	\$1,730,108 24

President.—Hon. JOHN P. KING.

Directors.—B. C. Yancey, John S. Bigby, F. Phinzy, W. B. Berry, John F. Moreland, L. M. HIN.

General Superintendent.—L. P. GRANT.

Secretary and Treasurer.—W. P. ORME.

Railroad Car for Nitro-Glycerine.

The Springfield, Mass., Courier of 24th ult., notices the arrival at Moorehead, on the Northern Pacific Railroad, of the car constructed by Prof. Geo. M. Mowbray, of North Adams, for the transportation of nitro-glycerine and other explosives, and then adds:

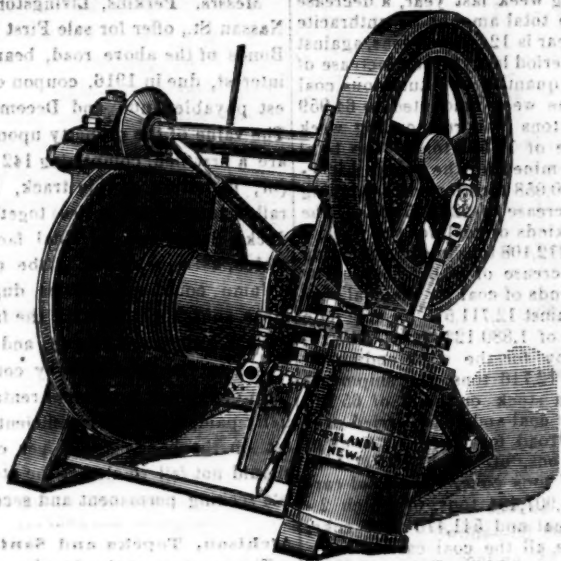
The car is named after the professor, resembles externally a passenger coach without windows, and has platforms, brakes and trucks of the most approved style. Internally there is a car within the car, so arranged that the inner car will carry about ten tons of the explosive compound, while the outer one surrounds it with two or three tons of ice. The thickest kind of felt is used to surround the combustible article, and each package is separated from the other by the same non inflammable material. Outside gauges show how rapidly the ice is melting, and there are also thermometers which indicate the inside temperature. At one end of the car is a room for the messenger, who is constantly with the car, and who has as neat and comfortable quarters as though he were in an office or a sitting room. As is well known, the railroads refuse to transport explosives under ordinary circumstances, and a law of this State makes it an offence to ship them through under any disguise; but it is a demonstrated fact that

nitro-glycerine cannot explode at a low temperature, and by constructing cars so as to keep it so, Professor Mowbray hopes to be able to ship it anywhere without liability to accident. The cost of his first experimental car was about \$4,000, and its contents were destined for Manitoba.

Bacon's "Special" Hoisting Engine.

The construction of that class of machinery known as hoisting engines has of late years become a specialty with some constructing engineers and machinists who have studied the requirements of trade and commerce and from time to time have introduced improvements that are apparent not only in general design, but in disposition of parts, compactness, strength and efficiency. The advantages presented to ship owners, railroad companies, merchants and tradesmen as well as to those en-

gaged in mechanical and industrial enterprises in having machinery for the rapid removal and transportation of goods, materials and merchandise to and from the holds of ships and canal boats, for lifting wares from basement to attic of lofty buildings, for pile driving and the removal of stones from quarries and excavations, for raising coal from wharf to depot and from depot to locomotive tenders, freight cars and wagons, have been marked and appreciated for dispensing with an incalculable amount of manual labor, the economy effected and the facilities of quick and positive operation. The hoisting engine represented here has been designed by Earle C. Bacon of the firm of Copeland & Bacon, in this city, as one especially adapted to lift quickly light weights and to oc-



BACON'S "SPECIAL" HOISTING ENGINE. THREE HORSE POWER.

cupy little space. It is new in name and form, compact and strong and may be considered a portable machine, as it can be moved by the united strength of two or three men. Some new features have been introduced which render it simple and easy to operate. The mechanism consists principally of two strong cast iron frames or sides on which are the bearings for the shafts; a steam cylinder $5\frac{1}{2}$ inches in diameter, stroke 5 inches; steam slide valve, eccentric, a drum for wire or hemp rope, a driving shaft, two friction gears, operating hand lever, etc. The engine cylinder has a hollow casing fastened to the upper face of the piston, this casing being made to slide steam-tight through the cylinder cover, in the same manner as the piston rod of an ordinary engine. The lower end of the connecting rod descends through the hollow casing to the upper side of the piston, to which it is jointed, the top of the connecting rod being connected as usual with the crank pin. Thus neither piston rod nor parallel motion, nor guides are required since the connecting rod has space to vibrate within the hollow casing. The hollow casing, it will be seen, is oblong and not cylindrical in its transverse section, and by this means, a

smaller cylinder can be used and a greater area of piston obtained. The flat connecting rod is of wrought iron and bored out like a gun barrel in the center; in this cavity a screw rod is inserted which can be turned from the recess in the top to tighten up the lower brass boxes of the connecting rod, an ingenious device, as it renders the removal of the cylinder cover unnecessary when the lower boxes require adjusting. The drum is loose upon the shaft; the drum shaft is slightly eccentric, and the operating lever is keyed to the shaft. The frictional V gears are male and female, and are thrown in and out of gear by a slight movement of the operating hand lever. At the back of the larger friction gear is a shoe brake.

The operation of this little compact hoisting engine is of the simplest description. When the friction pinion and wheel are thrown into gear the drum will revolve and wind up the rope, and of course is then in hoisting position; when the friction wheels are out of gear the drum being loose on the shaft the weight will uncoil the rope and be lowered; a check or stoppage on lowering is effected by a slight movement of the single operating hand lever by means of which the friction wheels are

thrown in or out of gear, or the larger friction wheel is moved against the shoe brake as desired. On reference to the engraving the general arrangement of parts will be understood. The crank pin, valve rod, joint pins, etc., are made of steel and the workmanship is of an excellent character. The slow and tedious way of hoisting coal into locomotive tenders by small cranes can now be dispensed with. The New York Elevated Railroad Co., have procured one of these engines and we have no doubt they will prove highly useful for many purposes. This engine with many other hoisting engines of various sizes can be seen at the company's warerooms, 85 Liberty Street, New York.

Railroad and Manufacturing Notes.

The Brooks Locomotive Works, Dunkirk, N. Y., have a contract with the Covington, Columbus and Black Hills Railroad Co. for one 42-inch gauge passenger engine, and a contract with the Erie Railway Co. for five consolidation engines.

Riehle Bros' Scale Works, Philadelphia, continue busy. They have just shipped an 80,000 lbs. railroad track scale to the Lehigh Valley R. R. Co. for erection on the line of the New York Coal and Railroad Co., also one of the same capacity to E. & G. Brooke, Birdsboro, Pa. Several platform scales and trucks to the Philadelphia and Atlantic City Narrow Gauge Railroad and one of their new wire testing machines to Hallidie's Wire Works, San Francisco.

J. M. Jones & Co., Troy, N. Y., are building ten cars for Bombay Street Railway Co.

The Schenectady Locomotive Works are building five locomotives for the Chicago, Milwaukee and St. Paul Railway Co.

The United States Rolling Stock Company has furnished the Scioto Valley Railroad Co. another engine. The engines owned by the company were unable to do all the work.

Four passenger coaches have just been completed at the New York and New England Railroad car shops in Norwood. They are to be used on the new Rhode Island and Massachusetts Railroad which soon goes into operation.

The Western Railroad Companies anticipate so large a movement of produce to the seaboard that they have determined to increase the amount of a car load to 25,000 pounds.

The contract for building Dam No. 2 on the Sudbury river has been awarded to Trull, Wood & Murray of Cohoes, N. Y., for \$54,850.

Work on the Tuscarawas Valley Railroad is being pushed rapidly forward. Very much of the light grading will be completed this fall, leaving the cuts and tunnels for work during the winter.

Washington specials say the Secretary of War expresses the opinion that railroads are entitled to compensation for the transportation of troops even if used to protect their own property.

Trade is reported as steadily improving in the Philadelphia markets, especially as regards manufactured goods.

In Baltimore trade generally is more active, and the opening of the Fall season will, it is expected, be attended with a decided improvement in all branches of commerce.

Queries and Replies.

Inquiries to be answered must be appropriate to the columns of the JOURNAL.

F. H. Your answer about the strength of boiler iron when subjected to a high temperature did not give the results of the Franklin Institute Experiments. Ans. Experiments by a committee of the Franklin Institute gave the following results. At a temperature of 32°, the freezing point, the cohesive strength of boiler iron was 1-7 below its maximum, and its strength increased as an additional temperature was applied, until it had reached 570 degrees Fah., when the iron was found to have attained its maximum strength. The difference between Mr. William Fairbairns' and the Institute experiments was therefore 170°, but the former used Haffordshire iron.

BOILER MAKER.—Are iron or brass tubes the best for locomotives? Ans. Brass, copper and iron tubes have been used as boiler tubes; brass is giving way to iron and iron to steel. Cold drawn steel tubes are now made and we consider them the best in strength and durability.

M. BRODIE.—What space does one ton of anthracite coal occupy. Ans. About 40 cubic feet.

MACHINIST.—Please inform me how much a cubic inch of cast iron weighs? how many cubic inches are there in one pound of cast iron? and what does a cubic foot of cast iron weigh? Ans. first, .263 of a pound; second, 3.8 lbs.; third, 454 lbs.

ATLANTIC IRON WORKS.—Can you tell us what castings were worth during the war? Ans. At Pittsburgh, iron castings sold at 2 cents per pound, two dollars per 100 pounds; brass castings at 20 cents per pound. We do not know what New England prices were.

DRAUGHTSMAN.—I want a good varnish for drawings, please give me a recipe that you know to be good. Ans. 1 gallon of alcohol, 1 lb. of white shellac, ¼ lb. camphor, 2 oz. of balsam (fir). Dissolve as above; have your drawings mounted, and apply with a soft flat brush. The drawing should be sized with isinglass size, previous to applying the varnish. Let one coat dry before giving another.

A CARPENTER.—The rails that were once used and called "fishbellied" were of a good shape to prevent deflection being deepest in the middle, why were they abandoned? Ans. A "fishbellied" rail has more power to resist deflection than a straight one of the same weight, in the proportion of 11 to 9 according to Leconte, but it is inconvenient in practice, owing to its requiring a higher support, which is therefore less steady, and for this reason has been discarded.

J. R.—How can I tell when cast iron breaks if the metal is of good quality? Ans. There are many varieties of cast iron, as charcoal cold blast, charcoal hot blast, anthracite cold blast, and anthracite hot blast. The former is much the superior, and the latter the inferior varieties. When a piece of iron is broken, and the fracture presents grains very large, or very small, and a dull earthy aspect, loose texture, dissimilar crystals mixed together, it indicates an inferior quality.

MASTER MECHANIC.—What is the best non-conductor for covering steam pipes, the engine running our repair shop is fifty feet from the boiler and has a long 3 inch steam pipe? Ans. There

are several substances now in use for the purpose of preventing radiation of heat; the question is often put to us. We refer you to our advertising columns.

TURNER.—How much will a leather belt 1 inch wide lift? Ans. Of the ordinary thickness about 1000 lbs.

PREESKILL.—I have a large iron tank, oblong in shape, which is constantly full of water; how can I tell the pressure upon the bottom? Ans. Multiply the area of the base by the perpendicular depth of the water, and this product by the weight of a cubic foot of water, which may be taken at 1,000 ounces avoirdupois, or 62½ pounds.

The Coal Trade.

For the week ending the 25th ultimo, the total tonnage, as reported by the several carrying companies, amounted to 281,064 tons, against 336,645 tons in corresponding week last year, a decrease of 55,581 tons. The total amount of anthracite mined for the coal year is 12,597,565 tons, against 10,491,517 for same period last year, an increase of 2,106,048 tons. The quantity of bituminous coal sent to market for the week amounted to 64,959 tons, against 75,463 tons in corresponding week last year, a decrease of 10,504 tons. The total amount of anthracite mined for the year is 1,994,133 tons, against 2,220,058 tons for corresponding period last year, a decrease of 225,925 tons. The total tonnage of all kinds of coal for the week is 346,023 tons, against 412,108 tons in corresponding week last year, a decrease of 66,085 tons. The total tonnage of all kinds of coal for the coal year is 14,591,698 tons, against 12,711,575 to same date last year, an increase of 1,880,123 tons. The receipts at Perth Amboy for the week ending on the 25th ultimo were 12,716 tons, the shipments 27,284 tons, leaving a stock on hand of 65,183 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of August was 91,484 tons, of which 74,727 tons were coal, and 16,757 tons coke. The total carried for the year is 2,907,434 tons, of which 2,314,083 tons were coal and 541,476 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger, Sept. 3.*

Baltimore and Delta Railroad.

The directors of the Baltimore and Delta Narrow Gauge Railroad, recently elected, are: Hon. Stevenson Archer, Wm. H. Waters, Phillip T. George, E. Stanley Rogers, James L. Sutton, Foulk Jones and ex-Gov. A. W. Bradford. The officers are: William H. Waters, of Harford county, president; Phillip T. George, of Baltimore county, vice president; and Stevenson Archer, of John, secretary. The termini of this proposed road are Baltimore, Md., and Delta, York Co., Penn. The latter is thirty-seven miles from York, four miles from the Susquehanna river and forty miles from Baltimore. It is the present terminus of the York and Peach Bottom narrow gauge railroad. The new road will pass through one of the most fertile and picturesque regions in the State, and through a portion of country abounding in lime, iron ore, chrome, asbestos, feld spar, slate, etc. The country is also watered by numerous streams furnishing power for factories of any kind. The route has not yet been located definitely, but it will touch Towson town and Belair, the county seats of Baltimore and Harford. Upwards of \$100,000 have been subscribed for the road. The estimated cost being \$400,000.

It can be graded for \$4,000 per mile, after which it is believed there will be no difficulty in disposing of its bonds to complete and stock the road. Its advantages to Baltimore will be great. It will pour into the city the entire produce of the coun-

try along its line, to within a short distance of York, Pa., farmers of the vicinity preferring to ship direct by the new road to hauling to York, and shipping by a route nearly as long.

Delta, the terminus and connecting point of the two railroads, is in the centre of the slate region, and thousands of tons of this material would find its way over the new road to Baltimore. At present slate is hauled from four to six miles at a heavy cost and shipped by the Tidewater canal. In winter, of course, shipments cease.

The friends of the road are confident that it will pay from the first. Their expectations are based upon the fact that the Peach Bottom road spoken of, which passes through a section not nearly so productive or so rich in valuable minerals as Baltimore and Harford counties, and which has no direct communication with any of the large cities, has been a success, notwithstanding it was finished during the period of financial depression.

Buffalo, New York and Erie Railroad Bonds.

Messrs. Perkins, Livingston, Post & Co., 23 Nassau St., offer for sale First Mortgage Renewal Bonds of the above road, bearing seven per cent interest, due in 1916, coupon or registered, interest payable June and December in New York. The value of the property upon which these bonds are a first lien, comprising 142 miles of main line (or, including double track, sidings and third rail, a total of 260 miles) together with extensive docks, lands and terminal facilities at Buffalo, which, as represented in the circular in another column, could not now be duplicated for a very large sum, together with the fact that the bonds have a long time to run, and that the road is leased to the Erie Railway company for a long term of years at an annual rental, which is punctually paid, more than sufficient to pay the interest on the bonds and 7 per cent on the stock, should not fail to attract the attention of capitalists seeking permanent and secure investments.

Atchison, Topeka and Santa Fe Railroad.

The earnings of the Atchison, Topeka and Santa Fe Railroad Company for the month of July, 1877, were \$187,142 21, the operating expenses \$111,096 70, and the net earnings \$76,055 51. For the month of July, 1876, the earnings were \$198,851 35, the expenses \$110,913 16, and the net earnings \$87,938 19—showing a decrease in earnings of \$11,709 14, an increase in expenses of \$183 54, and a decrease in net earnings of \$11,892 68. Per cent of expenses to earnings in July, 1877, 59.36; in July, 1876, 57.77. Number of miles operated in both years, 711. The following is a comparative statement of the earnings, expenses, etc., for the seven months ending July 31, 1876 and 1877:

	1876.	1877.
From freight.....	\$809,317 00	\$783,680 00
" passengers.....	388,763 00	389,806 00
" mail.....	22,160 00	22,160 00
" express.....	19,241 00	22,850 00
" miscellaneous...	5,171 00	5,316 00
Total.....	\$1,244,658 58	\$1,223,812 16
Operating expenses....	640,237 86	704,549 50
Net earnings.....	\$604,415 72	\$519,263 66
Per cent operating expenses to earnings..	51.44	57.57
No. miles operated....	Av. 687	711

The telegraph report of the earnings of the Atchison, Topeka and Santa Fe Railroad for August, 1877, is \$255,100, against \$248,188 (official) same month last year.

Recording and Alarm Gauge. A PERPETUAL WATCHMAN.

It is a remarkable fact that notwithstanding the thousands of boiler explosions and disasters which have occurred there are comparatively few owners of steam machinery who seem to feel the importance of using safeguards and appliances for detecting over pressure of steam or irregularity in attention to steam boilers and generators. The damper, gauge cocks, glass water gauge, the steam gauge, and safety valve, are the principal fittings of every steam boiler. Their form and use are familiar to all and need no description here. But we refer to them only to remind the reader that unless they are kept in the best working condition, they are no safeguards at all. Safety valves may stick and be over weighted, gauge cocks may get choked, steam gauges may indicate incorrectly, and any disarrangement may not be readily detected by the attendant. We say these things *may* happen to any steam boiler, the public know that they *do* occur, for scarcely a week passes but we read of some disaster from explosion. The carelessness and apathy exhibited by many manufacturers in regard to the safety of their employees, and by steamship companies in regard to the safety of their crews and passengers, their aversion to avail themselves of any well tried and reliable devices for securing greater safety, their readiness to plead excuses for not adopting safeguards, are astonishing, when the need of them is made daily so apparent. It is generally assumed that the best safety appliance is an intelligent watchful engineer, one who can be depended upon fully and who "understands his business," but the public know that besides much machinery being kept in a very bad state, there are thousands of men who are unfit to take charge of it, and these men require watching as much as the machinery. A passenger on an excursion or ferry steamboat supposes his personal safety is considered, and of course it is, but he cannot tell at what mo-

ment safety may be endangered through want of watchfulness on the part of those in charge, and this applies in all cases where steam is used. These remarks have been made as pertinent to the subject of recording gauges, a subject which deserves careful and thoughtful attention. Without any "axe to grind" in the matter, with a desire to avoid all "puffing," we present the Edson Recording Steam Gauge as an ingenious device that is becoming more and more favorably known and as an invention

of great merit and usefulness. It is an automatic indicating, recording and alarm gauge, designed to be placed in captains' and pilots' houses, in counting rooms and offices, in engine and boiler rooms. It has been endorsed by the highest scientific associations and is in use at many prominent manufactories and institutions in this country, as well as in the American, Austrian and British Navies, on ocean steamers and in hotels. Its special use is to afford constant, reliable and tangible data for

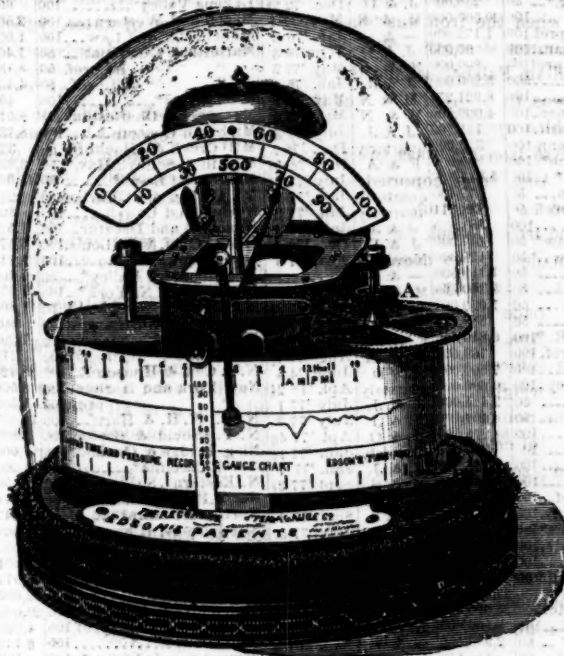


Fig. 1.

engineers, manufacturers, indeed for all those using steam boilers. The appearance of the instrument is represented by Fig. 1, where it is shown as under a glass cover. What it does is shown by Fig. 2, which is a fac-simile of a chart taken from one of a number in use by the well known Merrimack Manufacturing Company at their famous mills in Lowell, Mass., Jan. 27th, 1876. To express in the

simplest manner what this instrument does, we may say, that on a paper placed vertically, and slowly revolving towards the right hand a pencil moving up and down according to the pressure of steam, indicates its movement by describing a diagram on the paper and shows the varying pressure in the boiler; the upper scale on this paper, 12, 1, 2, 3, etc., are hour numbers and thus any person can on looking

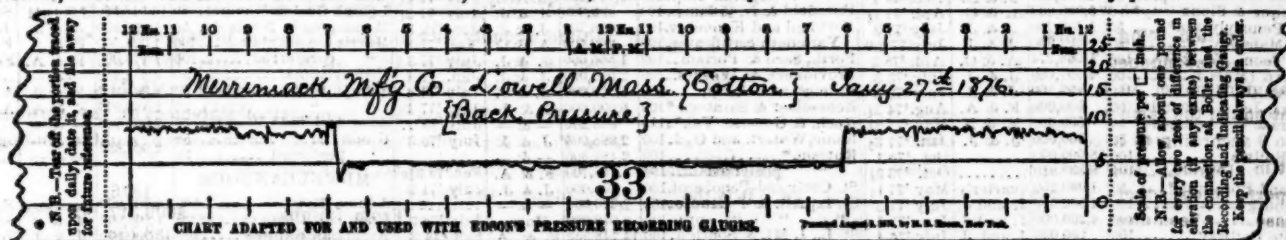


Fig. 2.

at the instrument tell what the pressure is at the time of his examination and what it has been at previous hours. The curved dial plate and indicating pointer above the chart tells the pressure of steam, and the gong behind the curved dial plate will sound when the pressure exceeds that to which the instrument has been set. In short, the instrument placed in a counting room, a president's or a superintendent's private office which may or not be at a distance from the boiler room, records the pressure at every hour, whether there have

been any variations, how much, how many and the time they occurred. Our space will not allow us to descant further on the great usefulness of this recording gauge, but we refer those interested about it or the subject connected with it viz., safety, to examine for themselves or obtain illustrated and descriptive circulars from the Edson Recording Gauge Manufacturing Co., 91 Liberty St., N. Y.

These "Time and Pressure Recording" and "Alarm Gauges" were patented February 29th, 1876, and the "Charts" were also pat-

ented August 3d, 1875, and as each instrument has its own peculiar scale of pressure, and its own peculiar "Chart," the public, whose lives and property are inevitably so greatly affected by the use, or the abuse, of steam, on land or at sea, can rely upon these automatic means for safety; and Legislators should at once recognize the inestimable value of a record of steam pressure carried in every boiler and of the timely "alarm" when limited pressure is exceeded, as a precautionary measure, and promptly secure these benefits to the public.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable	Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable	Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable
Albany and Susq. 100	13,500,000	J. & J.	July '77 34	Little Miami 50	5,871,450	quarterly	June '77 2	Vermont and Mass. 100	2,800,000	A. & O.	Apr. '77 34
Atlanta and West Point 100	1,232,280	J. & J.	July '77 4	Little Schuylkill 50	2,446,100	J. & J.	July '77 3	Ware River 100	750,000	J. & J.	July '77 3
Atlantic and Gulf 100	3,993,200	M. & N.	Nov. '77 34	Long Island 50	3,000,000	M. & N.	May '77 10	Warren (N. J.) 100	1,800,000	A. & O.	Apr. '77 34
Atlantic and St. Law. 100	8,000,000	M. & N.	June '77 3	Louisv. Cin. and Lex. 50	1,623,483	J. & J.	July '77 3	Warwick Valley 100	225,000	A. & O.	Apr. '77 2
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '77 5	Louisville & Nashville 100	4,487,710	F. & A.	Aug. '77 14	Westchester & Phil. pref. 100	821,300	J. & J.	July '77 4
Baltimore and Ohio 100	13,161,962	M. & N.	Mar. '77 5	Louisv. N. Alb. & Chi. 100	8,003,219	F. & A.	Aug. '77 14	West Jersey 100	1,559,750	F. & A.	Aug. '77 3
Washington Br. 100	1,650,000	A. & O.	Apr. '77 5	Lowell and Andover 100	500,000	J. & J.	July '77 34	Winchester & Potomac 100	180,000	J. & J.	July '77 3
Berkshire 100	320,500	quarterly	Apr. '77 14	Lowell and Lawrence 100	200,000	A. & O.	Apr. '77 3	Winchester & Strasburg 100	500,000	J. & J.	July '77 34
Blossburg & Corning 50	260,000	J. & D.	Dec. '77 3	Lykens Valley 100	600,000	F.M.A.N.	Aug. '77 24	Worcester and Nashua 75	1,789,800	J. & J.	July '77 2
Boston and Albany 100	20,000,000	M. & N.	May '77 4	Macon and Western 100	2,500,000	J. & J.	July '77 3				
Boston and Lowell 100	1,172,500	M. & N.	Jan. '77 3	Manchester and Law. 100	1,000,000	M. & N.	May '77 5				
Boston and Maine 100	800,000	J. & D.	June '77 3	Marletta & Cincinnati 50	1,408,912	—	—				
Boston and Providence 100	3,200,000	J. & N.	Jan. '77 3	Massachusetts 100	8,130,710	M. & N.	Sep. '77 3	Albany City 100	110,300	—	—
Attleborough Branch 100	6,921,274	M. & N.	May '77 2	Memphis & Charleston 25	4,460,368	M. & S.	Sep. '77 3	Baltimore City 25	1,000,000	J. & J.	July '77 3
Bat. Revere B. & Lynn 100	134,700	M. & N.	July '77 34	Michigan Central 100	5,812,726	J. & D.	Sep. '77 3	Balt. Oct. & El. City 100	110,000	A. & O.	Apr. '77 4
Buffalo, N. Y. and Erie 100	3,000,000	F. & A.	Dec. '77 2	Mill Creek & Minehill 50	18,738,204	J. & J.	Jan. '77 4	Boston and Chelsea 100	200,000	J. & J.	Jan. '77 5
Camden and Amboy 100	960,000	F. & A.	Dec. '77 34	Mt. Hill & Schuyl. Hav. 50	323,375	J. & J.	July '77 3	Broadway (Brooklyn) 100	2,100,000	J. & J.	Jan. '77 5
Camden and Atlantic 50	8,847,800	quarterly	July '77 24	Mt. Morris and Essex 50	3,856,450	J. & J.	July '77 34	Broadway & 7th Av. (N.Y.) 100	1,600,000	F.M.A.N.	Aug. '77 3
Camden & Burl. Co. 100	377,400	quarterly	Jan. '77 2	Mt. Carbon & Pt. Carbon 50	18,000,000	J. & J.	July '77 34	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Orpe May & Millville 50	388,311	quarterly	Jan. '77 2	Nashua and Lowell 100	282,350	J. & J.	July '77 3	Brooklyn and Jamaica 100	488,100	J. & J.	Apr. '77 34
Catskill & Fitchburg 50	381,928	quarterly	Jan. '77 2	Nashville and Decatur 100	800,000	M. & N.	May '77 2	Bushwick (Brooklyn) 100	302,000	J. & J.	Apr. '77 34
Catskill & Fitchburg 50	447,000	J. & J.	July '77 3	Nashville and Decatur 100	1,529,000	J. & O.	Dec. '77 3	Danbridge 100	824,800	A. & O.	Apr. '77 4
Catskill & Fitchburg 50	429,000	J. & D.	Dec. '77 3	Nash. Chat. & St. Louis 100	6,576,256	A. & O.	Apr. '77 14	Gen. Park N. & E. Riv. 100	1,068,400	A. & O.	Oct. '77 2
Catskill & Fitchburg 50	1,159,500	—	—	Naugatuck 100	1,918,400	J. & J.	Jan. '77 5	Citizens (Ph.) 50	600,000	J. & J.	Jan. '77 10
Catskill & Fitchburg 50	2,200,000	M. & N.	May '77 34	Nequehoning Valley 50	1,000,000	M. & S.	Mar. '77 5	Citizens (Phg.) 50	200,000	M. & N.	Nov. '77 1
Catskill & Fitchburg 50	1,000,000	M. & N.	May '77 34	Newark and N. York 50	977,400	J. & J.	Jan. '77 34	Coney Island & Brookl. 50	600,000	—	—
Catskill & Fitchburg 50	689,110	J. & N.	Jan. '77 44	N. Castle & Beaver Val. 50	1,500,000	quarterly	July '77 24	D. Dock E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Aug. '77 2
Catskill & Fitchburg 50	8,600,400	F.M.A.N.	Aug. '77 1	N. Haven & Northamp. 100	600,000	quarterly	Oct. '77 3	Eighth Avenue (N.Y.) 100	1,000,000	J. & J.	Jan. '77 6
Catskill & Fitchburg 50	769,000	F. & A.	Aug. '77 34	New Jersey 100	7,295,200	quarterly	July '77 24	Elizabeth and Newark 100	200,000	—	—
Central of Georgia 100	7,600,000	J. & D.	June '77 4	New London Northern 100	1,418,800	quarterly	July '77 24	42nd St. & St. Ferry 100	748,000	M. & N.	May '77 5
Central of New Jersey 100	29,600,000	quarterly	July '77 24	N.Y. Cen. & Hudson R. 100	9,428,330	quarterly	July '77 2	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '77 5
Central Ohio 50	2,425,000	J. & J.	July '77 1	New York and Harlem 100	8,500,000	J. & J.	July '77 4	Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '77 5
Central Pacific 100	54,775,500	A. & O.	Apr. '77 44	N. Y., N. H. & Harf. 100	15,000,000	J. & J.	July '77 4	Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Chemung 100	380,000	quarterly	Jan. '77 14	N. Y. Provid. & Boston 100	2,500,000	quarterly	Aug. '77 24	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Chesapeake, preferred 100	2,155,300	J. & J.	Jan. '77 1	Nig. Bridge & Camden 100	1,000,000	J. & J.	July '77 3	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '77 14
Chicago and Alton 100	10,065,400	M. & S.	Sept. '77 34	North Carolina 100	4,000,000	irregular	Jan. '77 3	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '77 14
Chicago, Burl. & Quincy 100	27,598,242	M. & S.	Sept. '77 34	N. Eastern (S.C.) pref. 100	96,000	M. & N.	May '77 4	Highland 100	290,000	M. & N.	May '77 1
Chicago, Iowa & Nebraska 100	3,916,300	J. & J.	July '77 5	North Pennsylvania 50	3,978,156	F. & A.	Aug. '77 3	Lomb. & South St. (Ph.) 25	106,000	A. & O.	Oct. '77 6
Chi. Mil. and St. Paul 100	15,399,261	A. & O.	Dec. '77 34	Northern Central 50	5,842,000	—	—	Lynn and Boston 100	200,000	—	—
Chicago & N. Western 100	14,994,900	A. & D.	Dec. '77 34	Northern New Hampshire 100	3,068,400	J. & D.	June '77 24	Malden and Melrose 100	200,000	—	—
Chicago, R. I. & Pacific 100	21,435,682	quarterly	Jan. '77 24	Norfolk & Worcester 100	2,604,400	J. & J.	July '77 5	Metropolitan (Boston) 50	1,600,000	J. & J.	July '77 4
Cin. Ham. & Dayton 100	8,600,000	A. & O.	Apr. '77 34	Ogden & L. Champ. 100	3,077,000	J. & J.	July '77 2	Middlesex (Boston) 100	400,000	M. & N.	May '77 3
Cin. Sand. and Clev. 50	2,980,650	—	—	Ohio and Mississippi 100	20,000,000	quarterly	Mar. '77 34	Ninth Avenue (N.Y.) 100	797,320	—	—
Clev. Col. Cin. & Ind. 100	14,991,275	F. & A.	Feb. '77 3	Old Colony 100	4,030,000	J. & D.	Mar. '77 34	Orange and Newark 100	282,555	—	—
Cleveland & Mahoning 50	2,057,589	M. & N.	May '77 34	Oswego and Syracuse 100	6,733,800	J. & J.	July '77 3	Philadelphia City 50	750,000	J. & J.	Jan. '77 2
Cleveland & Pittsburgh 50	11,236,150	quarterly	Sept. '77 14	Pacific of Missouri 100	3,365,750	quarterly	Aug. '77 14	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Columbus and Xenia 50	1,788,800	M. & S.	June '77 2	Panama 100	7,000,000	quarterly	Aug. '77 14	Phila. and Grey's Ferry 50	284,775	J. & J.	Nov. '77 14
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '77 4	Patterson and Hudson 100	682,000	J. & J.	July '77 4	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '77 3
Concord 50	1,500,000	M. & N.	May '77 5	Patterson and Newark 100	250,000	J. & J.	July '77 3	Second Avenue (N.Y.) 100	888,100	J. & J.	Jan. '77 2
Concord and Port. 100	850,000	J. & J.	July '77 34	Patterson and Newark 100	245,000	J. & J.	July '77 3	Second & Third St. (Ph.) 10	992,100	J. & J.	Oct. '77 3
Conn. & Passumpsit Riv. 10	2,100,000	F. & A.	Feb. '77 3	Pember & Hightstown 50	342,150	J. & J.	Jan. '77 5	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Connecticut River 10	2,100,000	J. & J.	July '77 4	Pennsylvania 50	68,700,200	quarterly	May '77 14	Sixth Avenue (N.Y.) 100	750,000	M. & N.	Nov. '77 5
Cumberland and Del. 50	1,293,960	J. & J.	Apr. '77 24	Petera & Bureau Val. 100	1,200,000	F. & A.	Feb. '77 4	Third Avenue (N.Y.) 100	1,170,000	F.M.A.N.	Feb. '77 24
Danbury and N. W. 50	400,000	A. & O.	Dec. '77 14	Philadelphia and Erie 50	6,004,300	J. & J.	July '77 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '77 24
Delaware 50	1,330,960	J. & J.	Jan. '77 3	Phil. Ger. & Norristown 50	1,026,250	M. & S.	Jan. '77 3	23d street (N.Y.) 100	600,000	J. & J.	Jan. '77 4
Del. & Lackaw. & West. 50	23,000,000	quarterly	July '77 24	Philadelphia & Reading 50	32,725,775	quarterly	Jan. '77 3	Somerville (Boston) 100	98,000	M. & N.	May '77 3
Detroit & Milwaukee 50	822,140	—	—	Phila. and Trenton 100	1,259,100	quarterly	July '77 24	South Boston 50	450,000	quarterly	July '77 2
Dubuque & Sioux City 100	6,000,000	A. & O.	Apr. '77 14	Phila. Will. & Balt. 50	11,561,250	J. & J.	July '77 4	Union (Boston) 100	374,500	J. & J.	July '77 5
East Pennsylvania 50	1,009,200	J. & J.	July '77 3	Pittsb. Ft. W. & Ohi. 100	19,714,285	quarterly	July '77 14	Union (Phila.) 50	400,000	J. & J.	July '77 4
East Mahanoy 50	392,950	J. & J.	July '77 24	Special Imp. 100	5,504,595	quarterly	July '77 14	West Philadelphia 50	400,000	J. & J.	July '77 10
East Tenn. Va. & Ga. 100	1,988,274	A. & O.	Apr. '77 3	Pittsfield & N. Adams 100	460,000	J. & J.	Jan. '77 2				
Eastern (Mass.) 100	4,997,500	J. & J.	July '77 3	Portland and Keamebec 100	616,700	J. & J.	Jan. '77 3				
Eastern (N. H.) 100	492,500	J. & J.	July '77 3	Yarmouth certificates 100	202,400	A. & O.	Apr. '77 3				
Elmira, Jof. & Canand. 100	600,000	F. & A.	Aug. '77 24	Portl. Saoo & Portam 100	1,600,000	J. & J.	July '77 3				
Elmira & Williamsport 50	600,000	M. & N.	May '77 24	Providence & Worcester 100	2,000,000	J. & J.	Jan. '77 4				
Erie Railway 100	78,000,000	J. & J.	Jan. '77 34	Raleigh and Gaston 100	1,600,000	J. & J.	July '77 1				
Erie and Pittsburgh 50	8,636,910	—	—	Rensselaer & Saratoga 100	6,000,000	J. & J.	July '77 1				
Fitchburg 100	1,090,250	quarterly	May '77 14	Roch. & Genesee Val. 110	555,200	J. & J.	July '77 5				
Georgia 100	4,200,000	J. & J.	Jan. '77 3	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '77 3				
Granite Railway 100	250,000	J. & J.	July '77 4	Rutland 100	2,480,800	—	—				
Great Western, (Ca.) 100	19,287,404	A. and O.	Apr. '77 14	St. Croix and Penobscot 100	4,168,700	F. & A.	Feb. '77 34				
Hannibal & St. Joseph 100	5,083,024	F. and A.	Aug. '77 34	St. L. Alt. & T. Haute 100	2,300,000	—	—				
Hanover Branch, (Pa.) 50	116,850	M. & N.	May '77 5	St. L. M. & South'n. 100	14,448,950	F. & A.	Feb. '77 3				
Harlem Extension 100	4,000,000	—	—	St. L. Kan. C. & North. 100	12,000,000	—	—				
Harrisburg & Lancaster 50	1,182,500	J. & J.	Jan. '77 34	Schuylkill Valley 50	7,050,000	J. & J.	July '77 24				
Houston & Texas 100	1,190,000	quarterly	July '77 2	Seaboard and Roanoke 100	1,151,400	M. & N.	May '77 3				
Huntingdon & Bd Top. 50	880,000	—	—	Shamokin V. & Potomac 50	869,450	F. & A.	Feb. '77 3				
Indianapolis 100	28,000,000	F. & A.	Sept. '77 2	Shore Line 100	995,800	J. & J.	Jan. '77 4				
Indiana Central, Cin. & Laf. 50	7,885,497	M. & S.	Sept. '77 4	Sioux C. & Pacific pref. 100	109,000	A. & O.	Apr. '77 34				
Iowa Falls & Sioux City 100	4,625,000	quarterly	Dec. '77 1	South Branch (N. J.) 100	438,800	J. & J.	Jan. '77 3				
Iowa Railroad Land Co 100	7,620,000	quarterly	May '77 1	South Carolina 100	5,819,275	F. & A.	Feb. '77 1				
Jetterson, Mad. & Ind. 100	2,000,000	quarterly	May '77 14	South Western, (Ga.) 100	3,892,300	J. & D.	June '77 34				
Joliet and Chicago 100	1,500,000	quarterly	Apr. '77 14	Staten Island 100	800,000	J. & J.	July '77 3				
Joliet & North Indiana 100	300,000	J. & J.	July '77 4	Stockbridge and Pitts. 100	448,700	M. & N.	Nov. '77 34				
Lake Shore & Mich. So. 100	49,465,500	F. & A.	Feb. '77 14	Stony Brook 100	287,800	M. & N.	Nov. '77 3				
Lansdowne 50	658,500	F. & A.	Aug. '77 5	Summit Branch 100	4,125,000						

RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe.:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.....	68,659	78,410	104,051	113,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	285,000	225,793	204,447	2,486,593
1877.....	134,864	136,350	189,130	200,681	189,915	185,731	187,142	.....	.....	.....	.....	.....	.....
Central Pacific:													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,328,751	1,116,366	13,919,394
1874.....	848,558	804,044	888,423	1,110,623	1,311,699	1,366,615	1,286,940	1,329,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,509,000	1,379,000	16,970,018
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,370	1,541,223	1,696,154	1,871,876	1,838,066	1,675,532	1,424,317	18,146,944
1877.....	1,125,000	951,000	1,242,000	1,416,000	1,575,000	1,391,000	1,366,000	.....	.....	.....	.....	.....	.....
Canada Southern:													
1875.....	67,487	41,501	62,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	131,376	126,552	1,254,386
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	115,793	148,968	158,618	156,986	124,838	109,567	1,681,348
1877.....	107,893	133,365	153,682	172,973	149,312	150,236	124,649	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	340,420	339,876	362,342	384,335	397,683	496,815	464,438	490,066	524,042	550,950	416,544	364,725	5,126,228
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	306,597	346,950	355,527	364,000	423,645	451,033	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	338,807	333,459	346,308	338,095	321,256	362,522	310,160	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1873.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,413,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1874.....	823,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,169	1,196,333	933,339	12,811,227
1875.....	808,842	854,627	944,450	919,978	1,090,752	1,232,407	1,015,992	986,683	1,182,830	1,403,993	1,117,349	909,641	12,467,544
1877.....	721,024	714,116	804,556	858,895	930,914	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,256,744
1876.....	527,546	517,113	587,844	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,460	405,000	469,000	515,000	606,000	589,000	556,000	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,455	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	372,408	292,730	328,537	322,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,899	4,248,606
1875.....	277,140	255,239	301,666	304,424	203,689	295,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,595	367,601	333,998	282,631	234,343	3,676,468
Erie:													
1873.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1874.....	1,326,505	1,329,429	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,543,617
1875.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1876.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,039	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	151,709	1,661,473
1876.....	142,963	156,111	174,335	148,573	141,289	141,426	138,087	171,381	187,575	188,976	178,401	158,812	1,927,933
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,731
1875.....	591,031	481,631	595,519	610,459	604,831	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	466,498	460,839	.....	447,409	.....	.....	458,707	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1873.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,787	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1874.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1875.....	1,569,750	1,363,355	1,491,980	1,518,123	1,373,678	1,335,319	1,235,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1876.....	1,163,564	1,037,518	1,237,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1877.....	1,097,272	1,095,529	1,193,734	1,179,893	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,176
Mo., Kan. & Texas:													
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	300,534	295,738	2,904,925
1876.....	256,459	254,723	245,814	214,768	212,928	233,126	224,308	294,361	324,144	335,275	324,886	296,466	3,217,277
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,857	337,915	3,426,050
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,897	330,111	341,679	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,090	12,500,664
1872.....	657,318	645,090	823,693	1,044,251	1,116,337	1,167,006	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,460	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,609	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,867,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	.....	.....
1876.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1873.....	145,834	153,054	234,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,960	385,000	3,244,071
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	283,967	333,776	393,604	429,765	497,650	3,802,943
1876.....	327,190	312,116	295,060	273,002	264,900	252,643	252,821	288,300	374,000	440,600	450,332	436,300	3,990,551
1877.....	377,203	352,407	380,000	281,108	304,000	304,300	292,468	.....	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:													
1875.....	208,088	196,155	243,591	220,692	188,083	178,332	153,497	248,836	246,624	263,240	235,176	265,536	2,636,707
1876.....	246,536	282,879	271,230	234,002	237,354	228,720	216,916	255,685	290,601	338,508	282,511	261,177	3,137,279
1877.....	240,042</												

NATIONAL AND STATE SECURITIES.

Interest.							Interest.						
Amounts outstanding.		Rate.		Payable.		When Payable.	Amounts outstanding.		Rate.		Payable.		When Payable.
National Securities, Sept. 1, 1877.							Massachusetts—(\$29,466,204):						
Loan of June 14, 1858.....registered	\$280,000	5	Jan. & July.	1874	109	109	.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	109	109
Loan of February 9, 1861.....registered	13,813,000	6	Jan. & July.	1880	109	109	.. Harbor Land Improvement bonds, 1874.....	400,000	5	"	1894	111	111
.. coupon	4,800,000	6	"	1880	109	109	.. Back Bay Land bonds, 1861 and 1862.....	220,000	5	May & Nov.	1880	107	107
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	109	109	.. Union Defense Loan, 1861.....	1,850,000	5	Jan. & July.	1875-78	115	115
Loan of July 17, and Aug. 5, 1861.....registered	126,253,500	6	Jan. & July.	1881	109	109	.. Union Defense Loan, 1862.....	50,000	5	June and Dec.	1877-78	109	109
.. coupon	63,062,560	6	"	1881	110	110	.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1883	111	111
Loan of Feb. 25, 1862 (5-20s).....registered	.....	6	May & Nov.	1882	.....	.....	.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	"	1894	110	110
.. coupon	.....	6	"	1882	.....	.....	.. War Fund Loan, 1869.....	990,944	5	"	1899	.....	.....
Loan of March 3, 1863.....registered	53,867,400	6	Jan. & July.	1881	109	109	.. Troy & Greenfield R.R. & Tunnel Loan.....	10,971,992	5	Various.	188-94	100	100
.. coupon	21,132,000	6	"	1881	110	110	.. B. & Erie R.R. Loan.....	3,599,020	5	Jan. & July.	1900	.....	.....
Loan of March 3, 1864 (5-20s).....registered	.....	6	May & Nov.	1884	.....	.....	Michigan—(\$1,664,000):						
.. coupon	.....	6	"	1884	.....	.....	.. Renewal Loan bonds, 1858.....	105,000	6	"	1878	101	101
Loan of June 30, 1864 (5-20s).....registered	.....	6	May & Nov.	1885	.....	.....	.. Two Million Loan bonds, 1863.....	1,082,000	6	"	1878-83	106	106
Loan of March 3, 1865 (5-20s).....registered	.....	6	May & Nov.	1885	.....	.....	.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	116	116
.. coupon	65,890,310	6	Jan. & July.	1885	106	106	Minnesota—(\$2,755,000):						
.. coupon	116,893,550	6	"	1885	106	106	.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	1877-79	.....	.....
.. .. 2d series (5-20s).....registered	98,337,300	6	Jan. & July.	1887	108	108	.. State Buildings Loan, 1873, coupon.....	230,000	7	"	1883-83	.....	.....
.. coupon	212,291,600	6	"	1887	107	107	.. Railroad Aid bonds, 1868, (repudiated).....	2,275,000	7	"	1887	.....	.....
.. .. 3d series (5-20s).....registered	16,710,500	6	Jan. & July.	1888	109	109	Missouri—(\$1,733,000):						
.. coupon	31,750,300	6	"	1888	110	110	.. State Debt Proper, 1865 and 1868.....	439,000	6	"	1861-01	104	104
Loan of March 3, 1864, (10-40s).....registered	142,355,050	5	Mar. & Sept.	1904	107	107	.. Consolidation bonds, 1868.....	2,727,000	6	"	1888	.....	.....
.. coupon	52,211,250	5	"	1904	109	109	.. Funding Bonds, 1874.....	1,100,000	6	"	1894-95	100	100
Consols of July 14, '70 & Jan. 20, '71, registered	219,372,300	5	F. M. A. & N.	1881	107	107	.. Railroad Aid bonds, 1853-66.....	15,988,000	6	"	189-87	100	100
.. coupon	289,068,050	5	"	1881	107	107	.. State Institution bonds, 1872 to 1874.....	505,000	6	"	1892-94	100	100
Funded Loan of 1891.....registered	112,588,650	4	M. J. S. & D.	1891	106	106	Nevada—(\$160,000):						
.. coupon	72,411,350	4	"	1891	106	106	.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881	.....	.....
Debt matured and without interest.....(var.)	19,357,630	.....	Due	.....	.....	.....	New Hampshire—(\$5,519,100):						
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Irred.	.....	.....	.....	.. War Loan Bonds, of 1861.....	213,000	6	Jan. & July.	1877-78	102	102
Pacific R. R. Bonds (registered).....(currency)	64,623,512	6	Jan. & July.	1890-90	123	123	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	1884-89	108	108
United States Notes.....(currency)	358,040,546	na	.....	.....	.....	.....	.. State bonds, 1873.....	500,000	6	Jan. & July.	1879-80	103	103
Fractional Currency.....	19,172,114	"	.....	.....	.....	.....	.. Equalization (Municipal) bonds, 1872.....	2,206,100	6	"	1892-06	113	113
State Securities, latest dates.							New Jersey—(\$2,466,300):						
Alabama—(\$21,970,510):							.. War Loan (tax free) bonds, 1861.....						
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	188-92	39	39	.. War Loan (tax free) bonds, 1863.....	1,000,000	6	"	1876-84	108	108
.. Bonds (new), 1868, '68 '72 and '73.....	2,212,700	5	Jan. & July.	188-93	39	39	.. War Loan bonds, 1864.....	900,000	6	"	1886-96	.....	.....
.. Bonds (new), 1874.....	841,000	7	"	1894	.....	.....	.. War Loan bonds, 1864.....	595,400	6	"	1897-02	.....	.....
.. R. R. Loans (\$2,300,000) & endorsements.....	15,051,000	5	"	1890-91	20	20	New York—(\$29,776,787):						
Arkansas—(\$12,788,086):							.. Bounty Loan bonds, coupon.....						
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1890	15	15	.. Bounty Loan bonds, registered.....	1,057,000	7	"	1877	101	101
.. Levee bonds (warrants), 1871.....	1,460,000	7	"	1900	.....	.....	.. State (Deficiency) Stock, '38, part at will.....	11,856,000	7	"	1877	101	101
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	.....	.....	.. Canal Stock (old).....	889,781	6	J. A. J. & O.	1878	106	106
.. Bonds (for \$2,500,000), 1875.....	.....	7	"	1895	.....	.....	.. Canal Stock (old).....	880,000	6	June & Dec.	1877	102	102
.. Railroad Aid bonds, 1869 and 1870.....	5,900,000	7	April & Oct.	1900	2	2	.. Canal Stock, 1872.....	1,562,300	6	Jan. & July.	1887	120	120
California—(\$3,396,500):							.. Canal Stock, 1873.....						
.. Civil (S. F.) bonds, 1857 and 1860.....	75,500	7	Jan. & July.	1877-80	.....	.....	.. Canal Stock, 1873.....	847,500	6	"	1883	115	115
.. Relief Fund bonds, 1863.....	795,500	7	"	1883	.....	.....	.. Canal Stock, 1873.....	4,302,600	6	"	1891	119	119
.. State Capital bonds, 1870 to 1872.....	600,000	7	"	1883	.....	.....	.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	119	119
.. Funding bonds, 1873.....	2,901,000	6	"	1893	.....	.....	North Carolina—(\$23,419,045):						
Connecticut—(\$6,014,000):							.. Railroad and Improvement (old) bonds.....						
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881	.....	.....	.. Railroad and Improvement (old) bonds.....	4,738,800	6	Jan. & July.	1875-98	181	181
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	"	1883-84	110	110	.. Railroad and Improvement (old) bonds.....	3,639,400	6	April & Oct.	1875-98	171	171
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894	.....	.....	.. Railroad and Improvement (new) bonds.....	2,383,000	6	Jan. & July.	1875-98	171	171
.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	6	"	1885	.....	.....	.. Railroad and Improvement (new) bonds.....	1,695,000	6	April & Oct.	1875-98	171	171
Delaware—(\$1,231,000):							.. Funding (new) bonds, 1866.....						
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	.....	.....	.. Funding (new) bonds, 1868.....	2,417,400	6	Jan. & July.	1900	8	8
District of Columbia—(\$12,790,000):							.. Funding (new) bonds, 1868.....						
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	.....	.....	.. Special Tax bonds.....	11,407,000	6	April & Oct.	1898	8	8
.. Improvement (cur.) bonds, 1873.....	790,000	7	"	1893	.....	.....	Ohio—(\$7,988,205):						
.. Funding bonds, 1874, (guar. by U. S.).....	13,743,250	3.45	Feb. & Aug.	1924	78	78	.. Loan (sinking fund), 1850.....	11,565	6	Jan. & July.	1875	.....	.....
Florida—(\$5,431,767):							.. Loan (sinking fund), 1860.....						
.. State bonds, 1871.....	350,000	6	Jan. & July.	1891	.....	.....	.. Loan (sinking fund), 1856.....	4,052,810	6	"	1881	105	105
.. Consolidated (gold) bonds of 1873.....	509,200	6	"	1903	.....	.....	Oregon—(\$248,927):						
.. Loan (J. P. & M. R. R.) gold bonds, 1870.....	4,000,000	8	"	1890	.....	.....	.. Bounty and Relief bonds.....	40,027	7	"	1875-84	.....	.....
Georgia—(\$10,645,500):							.. Willamette Canal and Lock bonds, 1870.....						
.. Bonds, act Feb. 27, 1856.....	900,000	6	Feb. & Aug.	1878-88	99	99	Pennsylvania—(\$24,568,635):						
.. Bonds, act March 12, 1866.....	3,600,00	7	Jan. & July.	1884	107	107	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	104	104
.. Bonds (gold), act Sept. 15, 1870.....	2,098,000	7	J. A. J. & O.	1889	108	108	.. Loan of April 1852, reg. and coup.....	395,000	6	Jan. & July.	1877	101	101
.. Bonds, act Jan. 13, 1872.....	307,500	7	May & Nov.	1892	.....	.....	.. Loans, May '62 & Apr. '62, reg. & coup.....	3,518,500	5	Feb. & Aug.	1877-78	102	102
.. Bonds, act Feb. 19, 1873.....	900,000	8	April & Oct.	1878-86	.....	.....	.. Loan.....	87,000	4	"	1882	.....	.....
.. Bonds, act Feb. 24, 1876.....	542,000	7	Jan. & July.	1894	.....	.....	.. Stock Loan of Feb. 2, 1887, 2d series.....	3,000,000	6	"	1877	102	102
.. Bonds, act Feb. 19, 1877.....	2,298,000	6	May & Nov.	1889	.....	.....	.. Stock Loan of Feb. 2, 1887, 3d series.....	9,995,810	6	"	1882	112	112
Illinois—(\$1,889,045):							.. Agricultural College Land Scrip, 1872.....						
.. Interest bonds, 1847.....	940,445	6	Jan. & July.	1878	.....	.....	Rhode Island—(\$2,688,000):						
.. Refunded Stock bonds, 1859.....	320,000	6	"	var.	101	101	.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	107	107
.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881	.....	.....	.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Various.	1883-94	.....	.....
Indiana—(\$910,000):							South Carolina—(\$14,537,295):						
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876	.....	.....	.. State House Stock, 1856 to 1861.....	944,918	6	Jan. & July.	1877-89	38	38
Iowa—(\$643,000):							.. State House bonds, 1853 and 1854.....cur.						
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1861	.....	.....	.. Blue Ridge R. R. bonds, 1864.....	297,000	6	"	1871-80	.....	.....
Kansas—(\$1,336,176):							.. Funding Stock and bonds, 1866.....						
.. Funding & c. bonds 1863 to 1864.....	101,175	6	Jan. & July.	1883-84	.....	.....	.. Funding and Conversion bonds, 1866.....	884,113	6	"	1875-79	.....	.....
.. Bonds (various) 1866 to 1869.....	589,000	7	"	1876-99	.....	.....	.. Funding and Conversion bonds, 1866.....	3,764,850	6	J. A. J. & O.	1882-89	40	40
.. Military loan bonds, 1864 to 1869.....	346,000	7	"	1874-99	.....	.....	.. Land Commission bonds, 1869 and 1870.....	261,000	6	Jan. & July.	1889	40	40
Louisiana—(\$21,099,100):							.. Fire Loan Stock of 1838.....						
.. Treasury Relief bonds, 1853.....	735,000	5	Jan. & July.	1893	52	52	.. Relief (Treasury) bonds, 1860.....	292,641	6	J. A. J. & O.	1868	35	35
.. Levee bonds, 1866.....	1,000,000	6	Various.	1885	52	52	.. Consolidated bonds, 1873, reg. and coup.....	616,000	6	Jan. & July.	1888	35	35
.. Levee bonds, 1867.....	3,992,000	5	May & Nov.	1907	62	62	.. Railroad bond endorsements.....	1,391,084	var	Various.	var.	.....	.....
.. Levee bonds, 1870.....	2,966,000	6	Mar. & Sept.	1875	53	53	Tennessee—(\$47,185,617):						
.. Funding (coupon) bonds, 1866.....	722,100	6	Jan. & July.	188-88	.....	.....	.. State Bonds (direct).....	2,641,000	6	April & Oct.	30 yrs	44	44
.. Funded (floating debt) bonds, 1870.....	2,821,000	6	May & Nov.	1910	52	52	.. Railroad, &c., Loan bonds.....	28,530,000	6	Jan. & July.	30 yrs	44	44
.. Penitentiary bonds, 1869.....	497,000	7	Mar. & Sept.	1909	52	52	.. Funding bonds, 1866 and 1868.....	7,141,000	6	"	1879-90	44	44
.. Mex. & Mex. Gulf Ship Canal bonds, '69	389,000	7.3	"	1899	.....	.....	.. Funding bonds, 1873, coupon and reg.....	6,222,000	6	"	191		

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold).....	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.....	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	116
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	300,000	7	"	"	1889	82
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	95
Alabama Central:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	60
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	102	Consol. Mortgage for \$2,000,000.....	1,241,000	7	Apr. and Oct.	"	1893	106
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1885	100	Boston, Hartford and Erie:						
3d Mortgage.....	434,000	7	May & Nov.	"	1881	90	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Albany Loan.....	933,800	6	"	"	1895	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	11
Alexandria and Fredericksburg:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	12
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Mass. L. (acc'd by \$4,000,000 Ber.).....	3,600,000	7	"	Boston.	1899	....
Allegheny Valley:							Boston and Lowell:						
General Mortgage.....	3,987,000	7.5	Jan. & July.	New York.	1898	106	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	1890	89	Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	107
1st M., E. Ext., guar. by Pa. R.R.	9,933,000	7	Apr. & Oct.	Phil. or Lond.	1890	39	Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
Funding Income (traffic guar.)	5,408,900	7	"	Pittsburg.	1894	....	Bonds of 1878.....	161,000	6	Jan. and July.	"	1896	....
American Central:							Boston and Maine:						
1st Mort., guar. by C. B. & Q.	386,000	7	Jan. & July.	New York.	1878	101	Bonds of 1893 (coup. and reg.).....	3,200,500	7	Jan. and July.	Boston.	'90-'91	114
Andreocoggin:							Boston and New York Air Line:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
Arkansas Central (narrow gauge):							Boston and Providence:						
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ama.	1891	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108
Ashtabula, Youngstown & Pitts.							Brunswick and Albany:						
1st Mortgage.....	1,500,000	7	Apr. & Oct.	New York.	1901	....	1st Mort. (gold) end. by G. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1900	....
2d Mortgage.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	....
Atchison and Nebraska:							Buffalo, Bradford and Pittsburg:						
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Atchison, Topeka and Santa Fe:							Buffalo, Corry and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	89	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Land Gra. t mortgage (gold).....	3,389,000	7	Apr. & Oct.	Boston.	1900	501	Buffalo and Erie:						
1st Mort. (Wichita B.R.) traf. guar	412,000	7	Jan. & July.	"	1902	....	Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Pottawatomie Land Grant.....	479,000	7	May & Nov.	N. Y. or Bos.	1879	....	Mort. bonds (" " " ")	300,000	7	March & Sept.	"	1886	....
Consol. Second Mort. (gold).....	3,294,000	7	Apr. & Oct.	"	1903	501	Mort. bonds (" " " ")	2,850,000	7	Apr. and Oct.	"	1898	107
Land Income bonds.....	475,000	12	Jan. & July.	Boston.	....	102	Buffalo and Jamestown:						
Atlanta and Richmond Air Line.							Mortgage.....	1,000,000	6	"	New York.	1902	....
1st Mortgage (guar. by Georgia).....	4,248,000	8	Jan. & July.	New York.	1900	50	Buffalo, New York and Erie:						
Atlantic and Great Western:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	90
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N.Y. or Lond.	1902	....	New Mort. for \$2,380,000.....	458,000	7	"	"	1916	103
2d Mortgage (gold).....	10,173,879	7	March & Sept.	"	1902	....	Buffalo, New York & Phila.:						
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	1st Mortgage.....	2,290,000	6	Jan. & July.	New York.	1896	91
Atlantic and Gulf:							2d Mortgage for \$1,600,000.....	281,500	10	"	"	1896	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	88	Burlington, Cedar Rapids & Nor.						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	1st Mortgage, etc., ag. fund.....	5,430,000	7	May & Nov.	N. Y. & Lond.	1919	60
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mort., (gold) Mil. Div.....	2,200,000	7	Feb. and Aug.	"	1902	....
Atlantic and Lake Erie:							Burlington and Missouri River:						
1st Mort. (gold) for \$5,000,000....	....	7	Jan. & July.	New York.	1901	....	Land and R. R. Mortgage.....	4,683,250	7	Apr. & Oct.	N. Y. & Bos.	1893	11
Atlantic, Miss. and Ohio (428 m.).							Stock Bonds pref. 3d lien.....	208,500	8	Jan. & July.	Boston.	1878	....
1st Mortgage for \$15,000,000.....	5,470,000	7	Apr. & Oct.	New York.	1901	....	Stock (common) Bonds.....	289,500	8	Apr. & Oct.	N. Y. & Bos.	1878	106
2d Mortgage to State (no int. till '80).	4,000,000	....	"	"	....	....	Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1890	106
Atlantic and Pacific:							Stock (common) Bonds.....	401,000	8	"	"	1890	106
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1891	105
1st Mort. (So. Pac. R.R.) assumed	1,788,500	6	Jan. & July.	"	1888	61	Bonds convertible until 1892.....	600,000	8	"	Boston.	1893	....
1st Mort. (Central Div.) gold.....	1,180,000	6	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (Central Div.) L. G.....	794,000	6	"	"	1901	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Cairo and Fulton (Arkansas):						
Income Bonds (for funding).....	529,600	6	"	"	1883	....	1st Mort. (K. R. and lands) S. F.	8,600,000	7	Jan. & July.	New York.	1891	....
Land Debentures.....	800,000	10	J. A. J. & O.	"	1884	....	1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	....
Atlantic and St. Lawrence:							Cairo and Vincennes:						
Sterling bonds (not Mort.) of 1863.	484,000	6	May & Nov.	L. and N.	1878	....	1st Mortgage, gold.....	3,500,000	7	Apr. & Oct.	N. Y. & Lond.	1900	....
2d Mortgage (sterling) of 1864.....	1,500,000	6	Apr. & Oct.	"	1884	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
3d Mortgage (sterling) of 1871.....	713,000	6	May & Nov.	"	1891	....	California Pacific:						
Portland City Bonds, 1st M., a. f.	787,000	6	"	Portland.	1886	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1886	....
Bald Eagle Valley:							Extension, or 2d Mortgage.....	3,500,000	7	"	"	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	2d Income, or double track b'ds	1,000,000	6	Jan. & July.	"	1891	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	102
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1890	101	Loan of 1889.....	666,000	6	June & Dec.	Princeton.	1889	102
Loan of 1853-'85.....	1,710,000	6	Apr. & Oct.	"	1885	105	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	111
Loan of 1856-'90 (Balt.) ag. fnd.	3,263,028	6	Jan. & July.	"	1890	....	Sterling Loan, S. F. (\$22,000,000).	1,286,080	6	Feb. & Aug.	London.	1880	....
Loan of 1870-'96 (etc.) ag. fnd.	3,938,956	6	March & Sept.	London.	1895	....	Camden and Atlantic:						
Loan of 1872-1902 (etc.) S. F.....	9,193,852	6	"	"	1902	....	1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1893	113
Loan of 1874-1910 (etc.) S. F.....	9,576,000	6	May & Nov.	"	1910	....	2d Mortgage.....	500,000	7	Apr. & Oct.	"	1879	95
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	340,000	6	Feb. & Aug.	Philadelphia.	1897	100
1st Mortgage (R. R.) gold guar.....	3,000,000	6	Apr. & Oct.	"	1911	....	Omaha Southern:						
Bangor and Piscataquis:							1st Mort. (ag. fnd.) for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1906	65
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	....	Cape May and Millville:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	2d Mort., guar. by W. Jersey R.R.	400,000	7	Apr. & Oct.	Camden.	....	95
Bay City and East Saginaw:							Carbondale and Shawneetown:						
1st Mort. guar. by F. & P. Mq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mortgage.....	200,000	7	Jan. & July.	"	1902	....
Bedford and Bridgeport:							Carolina Central:						
1st Mortgage.....	1,000,000	7	Apr. & Oct.	Philadelphia.	1892	....	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1923	....
Belfast and Mooshead Lake:							2d Mortgage - Income Bonds.....	3,000,000	7	Apr. & Oct.	"	1914	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	Carthage and Burlington:						
Bellefonte and Snow Shoe:							1st Mort., guar. by C. B. and Q.	266,000	8	May & Nov.	New York.	1879	101
1st Mortgage.....	90,000	6	"	Philadelphia.	1883	....	Catawissa:						
Bellefonte and Indiana:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mort., ass'd by C. O. C. & I.	453,000	7	Jan. & July.	New York.	1899	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	101
Belleville and Southern Illinois:							Chattel Mortgage.....	209,350	8	May and Nov.	"	....	....
1st Mort., guar. by St. L. & T.H.	1,100,000	8	Apr. & Oct.	New York.	1896	85	Cayuga Lake:						
Beaumont and Madison (C. & N.W.).							1st Mortgage.....	800,000	7	June and Dec.	New York.	1901	....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	Ozenovis and Canastota:						
Belvidere Delaware:							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage (guar. by C. & )	....	6	June & Dec.	New York.	1877	....	Oeder Falls and Minnesota:						
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	Philadelphia.	1885	100	1st Mort. (C. F. to Waverly).....	198,000	7	Apr. & Oct.	New York.	1884	78
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	99	1st Mort. (W. to Minn. Line).....	1,281,000	7	Jan. & July.	"	1887	....
Bingham Canyon & Camp Floyd:													
1st Mortgage.....	260,000	6	Jan. & July.	....	1903	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	878,000	7	Feb. & Aug.	New York.	1891	101	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1880	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	99	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	...
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	100	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	...
1st Mort. (Atch. & Pike's Peak).	1,900,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7	"	"	1900	...
2d Mortgage Government's aid.	1,900,000	6	Jan. & July.	"	1895	...	1st M. (Port Huron & L. Mich.)	1,800,000	7	"	New York.	1899	...
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1881	...
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	...	Consolidated Mortgage.....	12,000,000	6	"	"	1903	...
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1890	...	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	108
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	324	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	...	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	...
Central of L. I. (Flush. N.C. & C.):							1st Mortgage.....	8,500,000	8	Jan. & July.	"	1890	...
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	...	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	...
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	...
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	71	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	1094	1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	108
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	...	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	994
Loan of Loh. C. & Nav. Co. (aud.)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	...	1st Mort. (East. Div. Palmer.)	2,500	8	May & Nov.	"	1874	...
Consol. Mort. for \$25,000,000....	16,000,000	7	"	New York.	1899	874	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	924
Central Ohio (B. and O.):							1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	...
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	100	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	53
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	748,000	7	"	"	1899	84
1st Mort. 20 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	1883-90	1084	1st Mort. (Prairie du Chien Div.)	3,874,000	8	Feb. & Aug.	"	1898	114
Convertible 20 years bonds, gold	1,483,000	7	"	"	1883	1034	2d Mort. (")	1,315,000	7.3	"	"	1898	97
State Aid B'ds (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	1084	1st Mort. (Haar. and Dak. Div.)	234,000	7	Jan. & July.	"	1902	85
2d Mort. (Government's Subsidy).	27,855,880	6	"	U.S. Treasury.	1895-99	...	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	...
1st Mort. (Western Pacific) gold	2,735,000	6	"	New York.	1899	101	2d Mortgage.....	675,000	7	April & Oct.	"	1884	91
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	1888	85	Equipment and Bridge Bonds....	219,000	10	June & Dec.	"	1883	...
1st Mort. (S. Fr. Okid & Ala.)...	500,000	6	"	"	1890	...	Consol. Mort. for \$35,000,000....	5,710,000	7	Jan. & July.	"	1905	894
1st Mort. (San Joaquin V.D.) gold	6,000,000	6	April & Oct.	"	1900	874	Chicago and Northwestern:						
Land bonds (Cen. Pac. Co.) gold	9,209,000	6	"	"	1890	934	Preferred sinking fund (193 m.)	1,236,500	7	Feb. & Aug.	New York.	1885	106
Central Vermont:							General 1st Mortgage (193 m.)	3,558,400	7	"	"	1885	1054
1st Mort. Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	10	Funded coupons (193 m.)	729,600	7	May & Nov.	"	1883	104
2d Mort. Consol. (")	1,500,000	7	June & Dec.	"	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	139,000	7	Feb. & Aug.	"	1885	1004
1st Mort. (Stan. Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	594	Green Bay Ext. (20m & 76,000 a.)	251,000	7	"	"	1885	1001
Income and Extension Bonds....	1,008,000	8	May & Nov.	"	1902	40	1st Mort. (Gal. & Chi. U.) 248 m.	1,691,000	7	"	"	1882	107
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	1889	39	Elgin and State Line.....	19,500	6	Jan. & July.	"	1878	...
Equipment Mort. (")	1,000,000	8	"	"	1889	39	Mississippi River Bridge.....	181,000	7	"	"	1884	...
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	364	1st Mortgage (Peninsula).....	285,000	7	March & Sept.	"	1898	...
Mississquoi R.R. (")	500,000	7	"	"	1891	...	Consol. s.k.f. fund (C. & N.W.R'y)	4,455,000	7	F. M. A. & N.	"	1915	1054
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	...	General Consol. Gold Bonds....	11,343,000	7	June & Dec.	"	1902	914
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	...
1st Mortgage guar. by State....	505,000	6	March & Sept.	Charleston.	1877	...	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	...
Funded Interest on 1st Mort....	157,400	7	"	"	1889	...	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	"	1898	108
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	271,000	7	"	"	1888	...
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	78	Chicago and Paducah (C. H. & Q.):						
Charters:							1st Mortgage \$25,000 p. m. gold.	2,504,000	7	Jan. & July.	Boston.	1903	...
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	...	Chl. Pekin & Southw. (C. & Q.)						
Chester and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	...
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	...	1st Mortgage s.k.f. fund.....	5,000,000	7	Jan. & July.	New York.	1896	1094
Cherry Valley, Sharon and Alb.:							Branch Bonds Sinking Fund....	1,000,000	6	Feb. & Aug.	"	1895	1044
1st Mort. con. guar. by A. & B. Co.	300,000	7	June & Dec.	New York.	1899	...	New Mort. bonds for \$12,500,000	4,000,000	6	Jan. & July.	"	1917	1064
Chesapeake and Ohio:							Chl. & Southw. (C. R. I. & Pac.):						
1st M. (gold) s.k.f. for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	26	1st Mort. gold, tax free, guar....	5,000,000	7	May & Nov.	New York.	1889	...
1st M. t. Extension (cou. or reg)	5,426,900	7	Jan. & July.	"	1902	...	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	...	Chicago and Superior:						
2d Mort. (") coupon.....	902,000	6	"	"	1884	...	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	...
Income (") coupon.....	300,000	6	"	"	1876	...	Chillicothe and Brunswick:						
Funded Interest, coupon.....	160,500	8	"	"	1877	...	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	...
Cheshire:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.).....	813,700	8	Jan. & July.	Boston.	1877-90	954	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	95
Chesapeake and Baltimore:							Cincinnati, Hamilton and Dayton:						
1st Mort. guar. by F. W. & B....	145,000	6	Jan. & July.	Philadelphia.	1903	...	1st Mortgage of 1865.....	1,243,000	7	May & Nov.	New York.	1880	...
Chesapeake and Tamarac:							2d Mortgage of 1865.....	496,000	7	Jan. & July.	"	1885	...
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	...	Consol. B. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	1905	...
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage, pref. sinking fund.	28,000	7	May & Nov.	New York.	1877	107	1st Mort. guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	103
2d Mortgage.....	2,400,000	7	Jan. & July.	"	1893	117	Cincinnati, Lafayette and Chi.						
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	1074	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
Consol. Bonds (\$200 atg. each).	4,379,450	6	Jan. & July.	London.	1903	...	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	...
1st Mort. (St. L. & C.) assumed	584,000	7	April & Oct.	New York.	1894	108	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	"	1895	...	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	...
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	86	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	...
Trust Mortgage s.k.f. fund.....	2,570,000	8	Jan. & July.	New York.	1883	112	Cincinnati, Richmond & Chicago:						
Trust Mortgage, s.k.f. fund conv.	150,000	8	"	"	1883	...	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	...
Trust Mortgage (Burl. to Peoria)	667,000	7	April & Oct.	"	1890	...	2d Mortgage.....	65,000	7	"	"	1889	...
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1898	1094	Cinc. Rich. & Ft. Wayne (G. R. & L.):						
Bonds of 1876, Sinking Fund....	448,000	6	June & Dec.	"	1895	8							

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	79
4th (now 3d) Mortgage guar.	1,084,000	7	"	"	1912	104	Detroit, Bel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1906	110	1st Mortgage for \$22,000 p.m.	1,825,000	8	Jan. & July.	New York.	1891	....
Clev., Fairview & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd bds. (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	104	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage	1,000,000	7	April & Oct.	"	1892	108	2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort. reg. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	108	1st Mortgage	3,219,000	8	April & Oct.	Boston.	1898	....
2d Mortgage	549,000	7	April & Oct.	"	1899	106	1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
Colebrookdale:							2d Mortgage	1,869,000	8	Feb. & Aug.	"	1895	44
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	50	1st Mort. (Lonia and Lansing)	770,000	8	Jan. & July.	New York.	1899	....
Colorado Central (3 ft. gauge):							2d Mort.	31,000	8	May & Nov.	"	1890	....
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (D. & M.R.)	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	88	2d Mortgage	1,000,000	8	"	"	1875	....
2d Mortgage skg fund	5,592,400	7	Feb. & Aug.	"	1909	13	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
Income convertible	3,893,000	7	"	"	1890	....	2d Funded Coup.	375,734	7	May & Nov.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1893-95	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
2d Mort.	344,400	7	Jan. & July.	"	1890	....	2d Mort.	100,000	7	Jan. & July.	"	1878	....
1st Mort. (Cin. and Chl. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	3d Mort.	250,000	8	Feb. & Aug.	"	1886	....
1st M., s.f.	39,650	7	May & Nov.	"	1896	....	Bonds of Sept. 1, 1866	110,000	7	March & Sept.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of June 30, 1866	1,702,317	67	Jan. & July.	"	1886	....
2d Mort.	821,000	10	May & Nov.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	809,500	7	Jan. & July.	"	1883	....	1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	103
2d Mortgage (Ind. Central)	696,500	7	"	"	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Logan Sp't & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	1st Mort. guar. by C., B. and Q.	562,500	8	Jan. & July.	New York.	1899	101
Income	74,024	7	"	"	1905	....	Dubuque and Sioux City:						
1st Mort. (Union & Loganport)	816,000	7	April & Oct.	"	1906	....	1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	105
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	....
General Mortgage	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	....	1890	....
New Mortgage for \$1,500,000	1,186,500	7	April & Oct.	Boston.	1893	103	East Brandywine & Waynesboro:						
Coupon Notes	123,000	7	June & Dec.	"	1881	93	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massachusetts) guar. gold	400,000	6	Jan. & July.	"	1889	83	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	104
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	90
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage	190,000	4	"	"	1882-87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free	3,000,000	7	Jan. & July.	N. Y. & Boet.	1900	....	Endorsed Bonds (East T. & Ga.)	92,800	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1886-88	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1234	102	Company Bonds (" new)	135,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Cowanesque Valley:							Loan of 1867	....	7	"	"	1887	....
1st Mortgage, gold	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1868	....	6	"	"	1888-89	....
2d Mortgage	100,000	7	May & Nov.	"	1882	....	Loan of 1869	....	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes	....	1	"	"	1892	....
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes	....	1	"	"	1892-94	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds	....	7	May & Nov.	"	1894	....
Cumberland Valley:							Sterling Sink. P'd. Bonds	3,649,300	6	March & Sept.	London.	1893	....
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1878	12,645,000	34	"	Boston.	1906	51
2d Mortgage	109,500	8	"	"	1903	....	Eastern Shore (Md.):						
Plain bonds	81,800	6	"	"	1884	....	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage	200,000	6	April & Oct.	"	1885	....
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1890	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870	200,000	7	"	"	1890	....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	101
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed	570,000	5	April & Oct.	"	1892	60
2d Mortgage	300,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloomington & Pekin:							1st Mortgage, extended	2,483,000	7	May & Nov.	New York.	1897	115
1st Mortgage	2,000,000	7	April & Oct.	New York.	1909	....	2d Mortgage	2,174,000	7	March & Sept.	"	1897	108
Davenport and St. Paul:							3d Mortgage	4,852,000	7	"	"	1897	106
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	4th Mortgage convertible	2,987,000	7	April & Oct.	"	1890	103
Dayton and Michigan (C.H. & D.):							5th Mortgage convertible	709,500	7	June and Dec.	"	1888	102
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	"	1891	....
2d Mortgage, guar.	426,000	7	March & Sept.	"	1884	....	Sterling loan (\$1,000,000) conv.	4,457,714	6	March & Sept.	London.	1878	....
3d Mortgage, guar.	351,000	7	April & Oct.	"	1883	....	1st Consol. Mort. for \$30,000,000	12,078,000	7	"	N.Y. & London.	1920	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1886-94	....	2d Consol. Mort. for \$40,000,000	14,400,000	7	June and Dec.	London.	1894	....
Dayton and Union:							Convertible Bonds	10,000,000	7	J. A. J. and O.	London.	1908	....
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage	135,000	7	June & Dec.	"	1879	....	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds	252,445	6	"	"	1879	....	2d Mortgage	92,800	7	April & Oct.	"	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage	750,000	7	April & Oct.	"	1890	....
1st Mortgage (")	495,000	6	Jan. & July.	"	1906	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	....
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....	1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6	March & Sept.	"	1899	....
Delaware and Bound Brook:							New Mortgage for \$5,000,000	....				
1st Mortgage	1												

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,800,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	106
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	53
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6*	April & Oct.	New York.	1890	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Merling Bonds, Sinking Fund....	4,698,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C. B. & Q.)						
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage guaranteed.....	900,500	8	April & Oct.	Boston.	1890	109 1/2
Fonda, Johnstown & Gloversville:							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fort Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	42 1/2	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indianapolis, Blooming. & West:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	11
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	....
2d Mortgage.....	500,000	8	"	"	1896	....	2d Mortgage.....	1,500,000	8	"	"	1890	2
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	90	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
2d Mortgage.....	100,000	9	"	"	1883	89	Indianapolis & Vincennes:						
Frederick and Pennsylvania Line:							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Fremont, Elkhorn & Mo. (S.C. & P.):							International and Gt. Northern:						
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	1st Mortgage s.t. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	67
Galena & Chic. Union (C. & N. W.):							Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1892	105	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	74
Galv., Harrisburg & San Antonio:							Convert B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1899.....	2,000,000	7	June & Dec.	"	1899	....
Geneva, Ithaca and Athens:							Funded Interest Bonds, coupon	469,100	7	March & Sept.	"	78-79	....
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered....	375,000	10	"	"	1885	86 1/2
Georgia (and Banking):							1st Mort. (Ind'polis & Cin.) 1888	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)....	680,000	7	Jan. & July.	Augusta	75-76	....	1st Mort. (Cin. & Indiana) 1890	499,000	7	June & Dec.	"	1892	....
Hilman, Clinton & Springfield:							2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	77-78	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....						
Gothen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....				"	1919	....
Grand Rapids & Indiana:							1st Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	85	2d Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage:						
Grand River Valley (Mich. C.):							1st Mortgage.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	80 1/2
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94
Postal & Military B'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds £1,163,910	5,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	103 1/2
Provincial Debenture's £3,111,500	15,567,500	"	"	Ottawa.	"	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1886	90
Mortgage Bonds £127,000.....	685,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	....
Mortgage Bonds £547,000.....	2,735,000	6 1/2	April & Oct.	"	77-78	....	2d Mortgage guar.....	118,000	8	March & Sept.	"	1878	....
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (238 m.)	1,968,000	8	"	"	1891	51 1/2
Debenture Bonds £1,743,160....	8,715,800	6	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1889:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	111	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	72	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	Jamestown & Frank. (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	..
1st Mortgage guar. by S. Car....	1,428,548	7	Jan. & July.	Columbia.	81-82	....	2d Mortgage guaranteed.....	860,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,766	7	"	"	81-82	....	Jefferson (Ariz.):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1897	60
1st Mortgage.....	185,000	7	May & Nov.	New York.	1888	....	2d Mort. (")	84,000	7	"	"	1899	....
Gulf, Western Texas and Pacific:							1st Mort. (Oarbondale Section)...	2,000,000	7	"	"	1890	....
1st Mortgage (Construction)....	1,388,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	76	1st Mortgage (Ridgely Park)...	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (J. & Alton):						
1st Mortgage.....	1,800,000	6	Jan. & July.	New York.	77-79	106 1/2	1st Mortgage skg fund guar....	338,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan:							Junction, Philadelphia:						
1st Mortgage.....	1,500,000	6	"	"	87-88	106 1/2	1st Mortgage guaranteed.....	500,000	8	Jan. & July.	Philadelphia.	1882	101
Fifteen years' bonds (277 m.):							2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mort. (Q. & Palm R.R. 15 m.)	4,000,000	8	March & Sept.	"	1886	86	Junction and Breakwater:						
1st Mort. (Q. & Palm R.R. 15 m.)	4,000,000	8	Feb. & Aug.	"	1892	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mort. (K. City & Cam. R.R. 65m)	1,200,000	10	Jan. & July.	"	1886	90	Kalamazoo, Allegan & Gr. Rapids:					</	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	8*	Feb. & Aug.	N. Y. & St. Lo.	1895		Bonds to State of Kentucky.	74,519	6	Jan. & July.	New York.	Perp.	
1st Mort. (2d Div. 253.94 m.) gold.	4,083,000	6*	June & Dec.	"	1899	64	1st Mortgage for Cincinnati Br.	5,000,000	7	"	"	1897	
1st M. (3d Div. 244.66m. & 3.0, 0.000s)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899		2d Mortgage for \$1,000,000.	875,000	8	April & Oct.	"	1900	
1st Mort. (1,000,000 acres) gold.	187,000	7*	March & Sept.	N. Y. & St. Lo.	71-76		Louisville Loan.	100,000	8	Jan. & July.	"	1881	
1st Mort. (2,000,000 acres) gold.	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1890		1st Mort. (Louisville & Frankl.)	30,000	6	"	"	73-78	
2d Mort. (") gold.	1,500,000	7*	March & Sept.	"	1896		1st Mort. (Louis., Cin. and Lex.)	51,000	8	April & Oct.	"	1902	
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1890		1st Mortgage (Shelby R. R.)	25,000	8	June & Dec.	"	1881	
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	95-97		Louisville and Nashville:						
3d Mortgage (Income)	4,276,350	7	March & Sept.	N. Y. L. & F.	1916		Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1893	
Kent County (Del.)							Mort. main office lot & building	80,000	7	"	Louisville.	1888	
1st Mortgage for \$600,000.	400,000	6	Jan. & July.	Philadelphia.	1890		1st Mort. (Leb. Br. Ext. 73.2m.)	85,000	7	"	"	90-95	
Kentucky Central:							1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883		1st Mort. (Memp. & Clarksv. Br.)	2,269,710	6*	Feb. & Aug.	"	1902	
3d Mortgage.	237,000	7	June & Dec.	"	1885		Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	96
Keokuk and Des Moines:							Louisville Loan.	849,000	6	"	"	86-87	
1st Mortgage.	1,947,000	7	April & Oct.	New York.	1904		Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1890	
Funded Interest.	254,300	8	"	"	1884		Louisville Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1890	99
Keokuk and St. Paul (C.B. & Q.):							Louisville, N. At. & St. Lx. Air-Line						
1st Mortgage traffic guar.	318,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,575,000	7*	Jan. & July.	New York.	1892	
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1873		1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	
Laf., Blooming. & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1891	70	1st Mortgage not endorsed.	100,000	7	"	"	1887	
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	40	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	
Laf., Muncie. & Bloom. (T.W. & W.)	1,500,000	7*	Feb. & Aug.	New York.	1901		Macon and Brunswick.						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901		1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	
Lake Erie and Louisville:							1st Mort. " " "	600,000	7	May & Nov.	"	1900	
1st Mortgage.	1,092,000	7	April & Oct.	New York.	1892		2d Mortgage.	1,169,000	7	April & Oct.	"	1889	
2d Mortgage.	690,000	7	Jan. & July.	"	1903		Equipment Mortgage.	150,000	7	"	"	1879	
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)	1,438,200	7*	Jan. & July.	New York.	1897		1st Mort., guar. by Chi. and Sup.	600,000	70	April & Oct.	New York.	1890	
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.	1,140,000	7	April & Oct.	New York.	1879		Consolidated Mortgage.	1,680,500	6	April & Oct.	Boston.	1912	95
Consol. Mort. S.F., Reg'd'd.	4,650,000	7	J. A. J. & O.	"	1900	108	\$1,100,000 Loan, tax free.	755,890	6	Jan. & July.	"	1898	91
Consol. Mort. S.F., Compur.	9,105,000	7	Jan. & July.	"	1900	107	Extension (gold) Loan.	496,500	6	April & Oct.	"	1900	
2d Consol. Mort. for \$25,000,000.	9,105,000	7	June & Dec.	"	1903	93	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bos.	1890	
Bonds of 1892 (Reg. & Coupon)	3,385,000	7	April & Oct.	"	1882		\$1,100,000 (A. & Ken.) Loan.	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds.	1,442,000	7	"	"	1899	107	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880		Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	
3d Mort. (")	1,000,000	7	April & Oct.	"	1892		2d Mort. (Somerset & Kennebec)	220,000	6	June & Dec.	"	1879	
1st Mort. (Mich. So. & Nor. Ind.)	5,266,000	7	May & Nov.	"	1885		1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	
2d Mort. (")	2,682,300	7	"	"	1877		Bath (Androscoggin) Loan.	425,000	6	"	"	1891	
1st Mort. (Cleveland & Toledo)	1,593,000	7	Jan. & July.	"	1885		Mansfield & Framing. (B.C. & F.)						
2d Mort. (")	819,000	7	April & Oct.	"	1886		1st Mortgage, guaranteed.	800,000	7	Jan. & July.	Boston.	1880	96
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882		Marietta and Cincinnati:						
Mort. Bonds (")	300,000	7	March & Sept.	"	1886		1st Mortgage, Sterling.	1,050,000	7*	Feb. & Aug.	London.	1891	
Mort. Bonds (")	2,850,000	7	April & Oct.	"	1898		1st Mortgage Dollar.	2,450,000	7	"	Baltimore.	1891	97
1st M. (Det'lt, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906		2d Mortgage Dollar.	2,600,000	7	May & Nov.	"	1890	94
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890		3d Mortgage Dollar.	8,000,000	8	Jan. & July.	"	1900	23
1st M. (School. & Three Rivers)	100,000	8	"	"	1887		4th Mortgage.	2,004,000	8	April & Oct.	"	1908	
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887		1st Mort. (Scioto & Hock. Val.)	600,000	7	May & Nov.	"	1888	
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888		Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	433,000	7	"	"	1894		1st Mortgage gold.	1,500,000	7*	Feb. & Aug.	New York.	1895	
2d M. (")	600,000	7	June & Dec.	"	1894		Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	New York.	1892	89
1st Mortgage gold.	2,000,000	7*	April & Oct.	Cleveland, O.	1901		1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	
2d Mortgage, for \$1,000,000.	696,000	7	"	"	1892		Consolidated Mortgage.	1,454,000	8-10	Various.	"	92-03	
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892		Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.	400,000	6*	Jan. & July.	Boston.	1889	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900		1st Mortgage.	850,000	6	May & Nov.	Boston.	1885	90
Income Bonds.	3,206,000	10	"	"	1902		2d Mortgage.	150,000	6	June & Dec.	"	1889	
Lawrence (P. Ft. W. & Chi.):							Masillon & Cleva. (C.M. V. & D.)						
1st Mortgage, guaranteed.	355,000	7	Feb. & Aug.	New York.	1896		1st Mortgage guaranteed, gold.	100,000	7*	Jan. & July.	New York.	1890	
Leavenworth, Atch. & N. West'n:							Mayville and Lexington:						
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899		1st Mortgage.	500,000	7*	Jan. & July.	New York.	1890	
Leaven. Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. skg fund conv. gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	1st Mortgage, Convertible.	1,293,000	7	March & Sept.	New York.	1890	
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890		2d Mortgage.	1,000,000	7	Jan. & July.	"	1885	
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891		Tennessee State Loan.	1,514,142	6	"	"	1900	
Lehigh and Lackawanna:							Income Bonds.	600,000	10	March & Sept.	"	73-76	
1st Mortgage tax free.	300,000	7	Feb. & Aug.	Philadelphia.	1897		Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant).	1,300,000	8	May & Nov.	New York.	1890	
1st Mortgage (new loan).	5,000,000	6	June & Dec.	Philadelphia.	1898	108	2d Mortgage.	1,000,000	8	"	"		
1st Mortgage (") reg.	5,000,000	6	"	"	1898	110	Michigan Air Line (Mich. Cent.)						
2d Mortgage for \$5,000,000	6,000,000	7	March & Sept.	"	1910	110	1st Mort. (South Bend Div.) ass'd	200,000	6	May and Nov.	New York.	1890	
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	83	Michigan Central:						
General Mort. registered.		6*	"	"	1923	87	1st Mortgage, convertible.	550,000	8	April & Oct.	Boston.	1882	
Lewisb. Centre & Spruce C. (P. & E.):							1st Mortgage sinking fund conv.	1,500,000	8	"	"	1882	112
1st Mortgage.	1,545,000	7	May & Nov.	Philadelphia.	1902		Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	104
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	86
1st Mortgage gold.	900,000	6*	June & Dec.	New York.	1899		Equipment Bonds for \$800,000.	600,000	8	Apr. and Oct.	N. Y. & Bost.	1889	
Little Miami:							Michigan Lake Shore:						
1st Mortgage.	1,490,000	6	May & Nov.	New York.	1883		1st Mortgage.	800,000	8	Jan. & July.	New York.	1889	
Street Connection Bonds.	525,00												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & N. Pac. Ry.	100,000	7	Jan. & July.	New York.	1911	....	N.O. Jack & G.N. (N.O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.	100,000	7	Jan. & July.	New York.	1911	....	1st Mortgage	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western	20,000	7	Jan. & July.	Detroit.	1890	....	2d Mortgage for \$3,000,000	1,500,000	7	Jan. & July.	"	1912	....
1st Mort. gold, ex gr. & tax free	2,000,000	7	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$3,000,000	3,000,000	7	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.)	1,012,500	7	May & Nov.	New York.	74-84	....	New Orleans, Mobile and Texas:	4,000,000	7	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (Mobile to N. Orleans)	725,000	8	"	"	1915	....
2d Mortgage	3,704,500	7	May & Nov.	"	1912	....	1st Mort. (N. Orleans to Texas)	27,250,000	8	"	New York.	1915	....
General Mort. for \$5,000,000 gold	2,410,000	7	Jan. & July.	"	1900	....	2d Mort. endorsed by Louisiana.	8,617,500	7	Feb. & Aug.	N. Y. or Lond.	1908	....
Mississippi, Ouachita & Red Rv.	1,254,000	7	Jan. & July.	"	1876	....	New York, Boston and Montreal:	4,000,000	6	May & Nov.	London.	1904	....
1st Mortgage gold	1,254,000	7	Jan. & July.	"	1876	....	1st Mortgage for \$12,250,000	6,832,000	6	May & Nov.	New York.	1888	105 1/2
Mississippi and Tennessee:	1,254,000	7	Jan. & July.	"	1876	....	New York Central & Hudson R.	74,500	6	May & Nov.	"	1888	104 1/2
Consolidated Mortgage	1,254,000	7	Jan. & July.	"	1876	....	Debt Certificates (N. Y. Cen.)	592,000	6	"	"	1888	104 1/2
Tennessee State Loan	430,547	7	Jan. & July.	"	1876	....	Bonds for B. & N. F. atk	162,000	6	"	"	1888	104 1/2
Mississippi Valley and Western:	900,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks	2,391,900	6	June & Dec.	"	1887	112 1/2
1st Mortgage \$20,000 p. m.	2,000,000	7	June & Dec.	"	1910	....	Bonds for Real Estate	1,794,000	7	"	"	1885	112 1/2
Missouri, Iowa and Nebraska:	3,220,000	6	Jan. & July.	New York.	1890	....	Bonds of 1884 renewed	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage gold, sinking fund.	3,220,000	6	Jan. & July.	New York.	1890	....	2d Mort. (Hudson River) S. F.	18,465,000	7	Jan. & July.	"	1903	117 1/2
1st Mort. (Tebos & Neesho) S. F.	3,220,000	6	Jan. & July.	New York.	1890	....	1st Mort. coup. for \$30,000,000	9,733,333	6	"	London.	1903	....
Consol. Land Grant, ex gr. id gold	10,418,000	7	Feb. & Aug.	"	1904	55	1st Mort. Sterling for \$2,000,000	103,000	6	Feb. & Aug.	New York.	1893	....
Additional Consol. Mort.	2,600,000	7	"	"	1905	....	Sinking Fund Mortgage of 1901	107,704	7	Jan. & July.	"	1881	....
Further Add. Consol. Mort.	600,000	7	"	"	1905	....	Consol. Mort. of 1872, coupon	10,500,000	7	May & Nov.	"	1900	118
Missouri River, Ft. Scott & Gulf:	5,000,000	10	Jan. & July.	New York.	1889	02	Consol. Mort. of 1872, r. 5%	249,000	7	April & Oct.	New York.	1902	....
1st Mortgage, Land Grant, S. F.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	N. York, Houstonian & Northern:	2,500,000	7	Jan. & July.	New York.	1902	....
2d Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mort. for \$4,000,000	2,500,000	7	Jan. & July.	New York.	1902	....
Mobile and Girard	300,000	8	"	New York.	1882	....	New York, N. Haven & Hartford:	2,600,000	7	"	New York.	1903	....
1st Mortgage	33,500	8	"	Savannah.	1887	....	1st Mort. (Harlem & Portchester)	975,000	7	March & Sept.	Boston.	1884	....
Mobile and Montgomery:	2,434,000	6	May & Nov.	New York.	1900	....	1st mortgage, old	2,13,000	7	Jan. & July.	"	1905	....
1st Mort. endor. by State of Ala.	500,000	8	"	"	1900	....	1st mortgage, new	8,000,000	7	Jan. & July.	New York.	1894	....
Mobile and Ohio:	5,088,000	6	May & Nov.	Mo. & Lond.	1883	....	2d Mortgage, tax free	2,500,000	7	May & Nov.	"	1896	....
1st Mortgage Sterling	1,824,300	6	"	Mo. & Lond.	1883	....	2d Mortgage, non-convertible	1,500,000	7	"	"	1896	....
Interest bonds	769,920	6	Jan. & July.	N. Y. & Lond.	1901	....	3d Mort. Equipm.	2,425,000	7	"	"	1903	....
Sterling Interest Bonds	1,688,000	6	May & Nov.	Mo. & Lond.	1883	....	Consolidated Mortgage	1,200,000	7	"	"	1903	....
Tennessee Substitution Bonds	53,000	7	March	"	1877	....	New York, Providence & Boston:	76,000	6	Feb. & Aug.	New York.	1878	....
Special Mort. (Gainesville B. P.)	1,458,858	7	Jan. & July.	N. Y. & Lond.	1904	....	1st Mortgage	250,000	6	May & Nov.	"	1890	....
2d Mortgage	977,550	6	M. J. S. & D.	New York.	....	....	Extension Bonds	837,000	7	Jan. & July.	"	1890	....
Consol. Mort. for \$15,000,000	1,800,000	7	March & Sept.	New York.	....	....	General Mort. for \$1,000,000	306,000	8	Jan. & July.	New York.	1877	86
Convertible 3 per cent. bonds	789,000	7	"	"	....	....	1st Mortgage	157,000	7	"	"	1877	84
Montclair (N. Y. and O. Mid.)	888,400	7	"	"	....	....	2d Mortgage	464,000	7	"	Norfolk.	1893	70
1st Mortgage gold, guar.	127,800	7	May & Nov.	New York.	1888	....	Norfolk & Petersburg (A. M. & O.)	375,000	8	May & Nov.	Co's Shops, N. O.	1878	....
2d Mortgage	47,000	7	April & Oct.	"	1887	....	North Carolina	820,000	8	March & Sept.	Charleston.	1899	....
Income Mortgage	1,040,000	6	March & Sept.	New York.	1886	....	North Eastern (S. & J. Mar.)	282,500	8	"	"	1899	....
Montgomery and Erie (Erie)	830,000	6	June and Dec.	"	1900	....	2d Mortgage	3,000,000	7	Jan. & July.	New York.	1896	99
1st Mortgage	5,000,000	7	J. A. J. & O.	New York.	1890	....	North Missouri (S. L. & C. & N.)	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
1st Mortgage sinking fund, guar.	2,000,000	7	May & Nov.	New York.	1914	115	1st Mortgage	1,500,000	7	May & Nov.	"	1896	112
2d Mortgage guar.	384,900	7	Jan. & July.	"	1900	103	General Mort.	2,035,000	7	Jan. & July.	"	1903	106 1/2
Convertible bonds	578,000	7	Feb. and Aug.	"	1889	100	North Shore (Ft. M. N. B. & C. & D.)	135,000	7	Feb. & Aug.	New York.	1887	....
Construction bonds	4,901,000	7	April & Oct.	"	1901	100 1/2	Northern Central:	1,500,000	6	J. A. J. & O.	Annapolis.	1885	102
Special Mortgage	1,026,000	7	June & Dec.	"	1915	99	1st Mortgage	1,490,000	6	Jan. & July.	Baltimore.	1885	100 1/2
Consol. mort. for \$25,000,000 guar.	1,100,000	6	Jan. & July.	New York.	74-83	....	2d Mortgage	1,126,000	6	April & Oct.	Phila. & Balt.	1900	98
Flashville, Chattanooga & St. Louis	1,009,000	4	"	"	1913	81 1/2	Mortgage coupon	2,500,000	6	Jan. & July.	Baltimore.	1900	....
1st Mort. endorsed by Tenn.	4,700,000	7	"	"	1913	81 1/2	Mortgage coupon	205,000	6	April & Oct.	Lond. & Balt.	1904	....
2d Mort. (Hela by U. S. Gov.)	1,000,000	6	Jan. & July.	New York.	1900	84	Consol. Gen. Mort. S. F.	3,000,000	6	"	Baltimore.	1926	....
New Mortgage	200,000	6	April & Oct.	Nashville.	1887	....	Second Gen. Mort. coupon	1,000,000	6	"	"	1926	....
Nashville and Decatur (L. & Nash.)	1,000,000	6	Feb. & Aug.	Boston.	1892	102	Northern New Jersey (Erie)	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mortgage sinking fund, guar.	200,000	6	"	"	1892	102	Northern Pacific	30,097,500	7 1/2	Jan. & July.	New York.	1900	11 1/2
2d Mortgage gold	200,000	6	"	"	1892	102	1st Mort. on R. R. & land is gold	140,000	6	Jan. & July.	Baltimore.	1885	100
Nashua and Lowell	200,000	6	Feb. & Aug.	Boston.	1892	102	Northwestern Virginia:	3,500,000	7	March & Sept.	New York.	1917	....
Bonds for freight depot	200,000	6	Jan. & July.	New York.	1891	....	1st Mort. Mass. Loan	400,000	6	Jan. & July.	Boston.	1877	....
Newark and New York (C. of N. J.)	800,000	7	Jan. & July.	New York.	1889	98	Construction Bonds	400,000	6	March & Sept.	"	1897	....
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Nyack and Northern	150,000	7	Jan. & July.	New York.	1890	....
New Haven and Northampton:	758,000	6	April & Oct.	"	1891	....	1st Mortgage	300,000	8	Jan. & July.	Boston.	1878	95
1st Mortgage	200,000	7	"	"	1891	....	Equipment Mortgage	200,000	8	"	"	1879	95
Convertible bonds, tax free	200,000	7	"	"	1891	....	Equipment Mortgage	400,000	8	March & Sept.	"	1890	100
Holyoke and Westfield bonds	3,000,000	7	Feb. & Aug.	New York.	1895	....	Sinking Fund Bonds	3,000,000	6	"	"	1906	....
1st Mortgage gold, guar.	1,500,000	7	"	"	1881	....	Ohio and Mississippi	3,067,000	7	Jan. & July.	New York.	1898	90 1/2
2d Mortgage	1,500,000	7	"	"	1881	....	Consolidated Mort. Bonds	3,475,000	7	"	"	1898	91 1/2
New Jersey and New York:	600,000	7	March & Sept.	N. Y. or Lond.	1893	....	Consolidated Mort. S. F.	112,000	7	"	London.	1898	50
1st Mortgage	3,000,000	7	May & Nov.	New York.	1889	21 1/2	2d Consol. Mort. S. F. Bonds	3,864,000	7	April & Oct.	New York.	1882	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1883	....	Income and funded	174,000	7	May & Nov.	New York.	1883	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....	Debt (Sinking Fund Division)	1,915,000	7	May & Nov.	"	1906	....
Consol. Mort. for \$7,000,000	5,303,000	7	April & Oct.	"	1903	....	Old Colony	1,000,000	6	March & Sept.	Boston.	1896	102 1/2
Income Mortgage	750,000	7	"	"	1881	....	Plain Bonds	32,000	6	"	"	1897	99 1/2
New Jersey West Line	3,000,000	7	May & Nov.	New York.	1903	....	Plain Bonds	1,450,000	6	Feb. & Aug.	"	1894	111
1st Mort. gold, for \$2,000,000	200,000	6	April & Oct.	New York.	1885	....	Plain Bonds	1,992,000	7	March & Sept.	"	1881	104
New London Northern (Cen. Vt.)	60,000	7	June and Dec.	"	1892	....	New Bonds for \$3,000,000	235,500	7	Feb. and Aug.	"	1881	104
1st Mortgage	60,000	7	"	"	1892	....	Cape Cod Railroad Bonds	235,500	7	"	"	1881	104

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt.	\$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	85	Mortgage Loan, convertible	26,000	6	Jan. & July.	Phila. & Balt.	1884	103 1/2
Omaha							Loan of 1887	1,600,000	6	April & Oct.	"	1887	
1st Mort.	16,000 pm	7 1/2	Jan. & July.	New York.	1901		Loan of 1872	700,000	6	"	"	1892	104 1/2
Omaha							Loan of 1875	800,000	6	"	"	1900	
1st Mort.	page \$20,000 p. m.	8	June & Dec.	Boston.	1896	97 1/2	Pickering Valley (Phila. & Rdg):						
Orange, Al.							1st Mortgage, guaranteed.	331,800	7	April & Oct.	Philadelphia.	1900	
See Wash.							Pittsburg, Min. & St. Louis (Pa.):						
Oregon and							1st Mort. (Col. & Newark Div.)	774,000	7	Jan. & July.	Philadelphia	1890	
1st Mortgage	10,960,000	7 1/2	April & Oct.	New York.	---		1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	81 1/2
Osage Valley &							Consol. Mortgage for \$10,000,000.	6,225,000	7	Feb. & Aug.	Philadelphia	1890	72
1st Mortgage	200,000	10	Jan. & July.	New York.	1888		Consolidated 2d Mortgage	5,800,000	7	April & Oct.	"	1913	
Oshkosh & Miss.	240,000	8	Jan. & July.	New York.	1891		Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage							1st Mortgage (Series A)	575,000	7	Jan. & July.	New York.	1912	118 1/2
Oswego and Rome	500,000	7	May & Nov.	New York.	1916		1st Mortgage (Series B)	575,000	7	Feb. & Aug.	"	1912	
1st Mortgage	112,100	6	Feb. & Aug.	"	1891		1st Mortgage (Series C)	575,000	7	March & Sept.	"	1912	
Income Mortgage							1st Mortgage (Series D)	575,000	7	April & Oct.	"	1912	
Oswego and Syracuse	201,000	7	May & Nov.	New York.	1885		1st Mortgage (Series E)	575,000	7	May & Nov.	"	1912	
1st Mortgage, guaranteed							1st Mortgage (Series F)	575,000	7	June & Dec.	"	1912	
Ottawa, Oswego & Fox River:							2d Mortgage (Series G)	800,000	7	Jan. & July.	"	1912	112
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series H)	800,000	7	Feb. & Aug.	"	1912	
Owensboro and Russellville:							2d Mortgage (Series I)	800,000	7	March & Sept.	"	1912	
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892		2d Mortgage (Series J)	800,000	7	April & Oct.	"	1912	
Pacific of Missouri:							2d Mortgage (Series K)	800,000	7	May & Nov.	"	1912	
1st Mortgage gold	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	98 1/2	2d Mortgage (Series L)	800,000	7	June & Dec.	"	1912	
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	"	1891	91	3d Mortgage	2,000,000	7	April & Oct.	"	1912	
3d Mortgage	4,000,000	7	May & Nov.	"	1885		Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	102
St. Louis County Debt	700,900	7	Monthly	St. Louis.	1885		Equipment bonds	1,000,000	8	March & Sept.	"	1894	
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892		Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet & Vance b.)	500,000	6 1/2	April & Oct.	"	1893		1st Mortgage	700,000	7	April & Oct.	New York.	1902	
Paducah and Memphis:							Pittsburg, Wash. & Baltimore:						
1st Mortgage gold for \$2,500,000	1,541,000	7 1/2	Feb. & Aug.	New York.	1902		1st Mort. (Pittsb. & Conn'lville)	4,000,000	7	Jan. & July.	Baltimore.	1896	102 1/2
Panama.							2d Mort. do. (Balt. Loan)	5,900,000	6	May & Nov.	"	1902	
General Mortgage, stg \$25 & 7,800	2,889,330	7 1/2	April & Oct.	London.	1897		1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	
Paris and Decatur:							Real Estate Mortgage	100,000	6		Baltimore:	1883	
1st Mortgage gold, S. F.	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892		Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000	20,000 pm	7 1/2	Jan. & July.	New York.	1901	
1st Mortgage guaranteed.	500,000	7	Jan. & July.	New York.	1878		Port Huron and Lake Michigan						
Pekin, Linc. & Decatur (TV & W):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	
1st Mortgage guaranteed.	1,076,000	7	Feb. & Aug.	New York.	1900	80	Portland & Ogdensburg (Me. & N.H.):						
Pemberton & Hightstown (UC of NJ):							1st Mort. (Maine Section) gold.	800,000	6 1/2	Jan. & July.	Boston.	1900	
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	106	Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	"	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. or Lond.	1899		1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N.Y. & Bost.	1891	46
1st Mortgage gold (S.F.) 2d series	2,000,000	7 1/2	Feb. and Aug.	New York.	1900		Portland and Oxford Central:						
Mortgage	540,000	7	Feb. and Aug.	New York.	1881		1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsb.)	4,970,000	6	Jan. & July.	Philadelphia.	1880	106 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	105 1/2	1st Mortgage (equal lien)	190,000	7	April & Oct.	"	1887	
(General Mortgage, registered)							2d Mort. (Portland Loan)	595,000	6	Mar. & Sept.	"	1891	
Consolidated Mortgage	29,250,000	6 1/2	Jan. & July.	London.	1905	90 1/2	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd	4,795,108	5	April & Oct.	Philadelphia.	177-90		1st Mortgage gold, skg fd	2,000,000	7 1/2	May & Nov.	N.Y. & Lond.	1889	
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R.R.	500,000	7 1/2	"	"	1889	
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881		Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1898	40 1/2
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903		Poughkeepsie and Eastern:						
2d Mortgage	519,000	7	April & Oct.	"	1903		1st Mort. gold, conv. & tax free	644,500	7 1/2	Jan. & July.	New York.	1910	
Pennsylvania & New York (L.V.):							2d Mortgage	78,000	7				
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	109 1/2	Providence and Worcester:						
1st Mortgage guaranteed.	1,500,000	7					1st Mortgage	800,000	6	Jan. & July.	Providence.	1880	
Peoria & Bureau Val. (C.R.I. & P.):							Stoughton Branch bonds	1,000,000	6	"			
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877		Quincy, Alton and St. Louis:						
Peoria & Hannibal (C.B. & Q.):							1st Mortgage gold	1,000,000	7 1/2	May & Nov.	Philadelphia.	1832	
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894		Quincy and Toledo (T. W. & W.):						
2d Mort. conv. and tax free	1,000,000	7	April & Oct.	"	1900		1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	
Peoria and Rock Island:							Quincy & Warsaw (C.B. & Q.):						
1st Mort. gold, conv. & tax free	1,500,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1900		1st Mortgage, guaranteed	725,000	8	Jan. & July.	Boston.	1899	107
2d Mortgage	150,000	10	Jan. & July.	New York.	1900		Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg):							1st Mort., Coupon, guaranteed.	650,000	7	March & Sept.	New York.	1882	97
1st Mortgage, guaranteed.	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mort., Coupon, guaranteed.	850,000	7	June & Dec.	Columbia.	1894	
Petersburg:							Seneca and Saratoga:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	179-93	84 1/2	2d Mortgage	800,000	7	Jan. & July.	Troy.	1880	114
2d Mortgage	500,000	8	"	"	1902		3d Mortgage	150,000	7	"	"	1887	
Philadelphia and Atl. City:							4th Mortgage	400,000	7	March & Sept.	New York.	1886	
Mortgage for \$500,000	350,000	7	Jan. & July.	Philadelphia.	1907		1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	
Philadelphia and Baltimore Cent.							1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	"	1884	
1st Mortgage (Penn. Div. 3d m)	800,000	7	Jan. & July.	Philadelphia.	1879		Consol. Mort. for \$2,000,000	1,793,500	7	May and Nov.	"	1921	92
1st Mortgage (Md. Div. 91 m)	300,000	6	"	"	1891		New Gen'l Mort for \$6,000,000.	1,992,000	6 1/2	"	"		
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900		Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund.	600,000	6	Jan. & July.	Richmond.	1880	
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	100 1/2	Virginia State guar. bonds.	157,800	6	"	"	1875	
1st Mortgage	6,000,000	6	"	"	1881	103 1/2	1st Mort. (Piedmont Branch)	500,000	8	"	"	1888	
2d Mortgage	3,000,000	7	Jan. & July.	"	1898	94	1st Mort. (Northwestern, N.C.)	500,000	6 1/2	April & Oct.	N.Y. or Rich.		
General Mort. for \$20,000,000	7,652,000	6 1/2	"	Phil. or Lond.	1920		Consolidated Mortgage	1,769,000	6	May and Nov.	New York.	175-90	75
Philadelphia and Reading:							Rich. Frederickburg & Potomac:						
Loan of 1868, debenture	1,138,400	6	Jan. & July.	Philadelphia.	1893	37	Sterling Loan	67,771	6 1/2	Jan. & July.	London.	1875	
Mort. Loans of 1848-44-48 & 49	1,510,500	6	"	"	1890	103	Dollar Loan	175,428	7	"	Richmond.	1875	
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	108	Dollar Loan, Coupon	450,000	8	"	"	1881	
Mortgage Loan of 1886 stg.	182,400	5 1/2	Jan. & July.	London.	1880		Dollar Loan	124,439	6	various.	"	1875	
Mortgage Loan of 1843 stg.	967,200	6 1/2	"	"	1880		Richmond and Petersburg:						
Mortgage Loan of 1836 stg.	134,400	7	"	"	1877		1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	180-80	
Dollar coupon.	7,300,000	7	June & Dec.	Philadelphia.	1911	100 1/2	New mortgage of 1876	31,000	7	May & Nov.	"	1915	
Consolidated (Dollar registered	3,358,000	7	"	"	1911	100	Rockford, R. Island & St. Louis:						
Mortgage Gold or stg coup.	7,000,000	6 1/2	"	Phil. or Lond.	1911		1st Mortgage tax free	9,000,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1918	
Gold or stg reg.	883,000	6 1/2	"	"	1911		Rome, Watertown & Ogdensburg:						
Dollar coupon.	306,000	6 1/2	"	Philadelphia.	1911		1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1890	104
New debent. loan, conv.	10,500,000	7	Jan. & July.	"	1893	65	2d Mortgage	480,000	7	Jan. & July.	"	1902	
New Improvement Mort. Loan	9,598,000	6 1/2	Apr. and Oct.	Phil. or Lond.	1897		General Mort. S. F.	1,050,500	7	June & Dec.	"	1891	
Gen'l Mort. stg. S.F. (\$80,000,000)	9,900,000	6 1/2	Jan. & July.	"	1908		Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct.	"	1904	50
Mort. Coal and Iron Co. guar.	13,192,500	7	Various.	"	1892		Rutland (Cent. Vt. & Vt. & Can.):						
Pittsburg, Titusville & Buffalo:							Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1890	47
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	57	Equipment Mortgage	500,000	8	March & Sept.	"	1890	58
Funding income	300,000	7	"	"	1896		General Mort.	1,400,000	8	May and Nov.	"	1902	7

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage	\$44,000	8	May & Nov.	Saginaw.	1892	...	1st Mortgage Sterling	1,482,000	5	Jan. & July.	London.	'82-'88	...
Saint Croix and Penobscot:							1st Mortgage (L.) currency	1,051,500	7	" " "	New York.	'78-'85	...
1st Mort. (Cal. & Baring):	96,200	8	Jan. & July.	Calais, Me.	1879	...	2d Mort. for \$3,000,000	1,206,500	7	April & Oct.	" "	1902	...
2d Mort. (")	17,500	8	" " "	" "	1879	...	Domestic (G) Bonds	2,500	6	Jan. & July.	Charleston.	1874	...
Calais Loan (Lawry's Island):	115,000	6	June & Dec.	" "	1876	...	Domestic (I) Bonds	1,054,500	7	April & Oct.	" "	1891	...
St. Joseph & Denver City:							Domestic (K) Bonds	63,500	6	Jan. & July.	" "	'80-'92	...
1st Mort. (B. D.) gold tax free.	1,500,000	8	Feb. & Aug.	N. Y. & Lond.	1899	...	South Georgia and Florida:						
1st M. (W. D.) land grant, gold tax free	5,500,000	8	" " "	" "	1900	...	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	...
1st Mortgage	1,500,000	6	May & Nov.	New York	1893	...	2d Mort.	200,000	7	" " "	" "	1889	...
St. Louis, Alton and Terre Haute:							South Mountain Iron (Cumb. Val.):						
1st Mortgage skg fd. (Series A)	1,100,000	7	Jan. & July.	New York	1894	110	1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	...
1st Mortgage skg fd. (Series B)	1,100,000	7	April & Oct.	" "	1894	110	2d Mortgage for \$200,000	177,500	7	March & Sept.	" "	1884	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85	South and North Alabama:						
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	85	1st Mort. endor. by Ala. gold...	391,000	8	Jan. & July.	New York.	1890	...
2d Mortgage Income (Series E)	1,700,000	7	" " "	" "	1894	68	Sterling Mort. guar. by L. & N.	£1,038,000	6	May & Nov.	London.	...	...
Equipment Mortgage	200,000	10	March & Sept.	" "	1894	...	South Pacific (Atl. and Pac.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage gold, assumed	7,188,500	6	Jan. & July.	New York.	1888	73
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York	1892	96	South Shore (Mass.):						
2d Mort. (")	6,000,000	7	May & Nov.	" "	1897	70	1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	99
1st Mort. L.G. (Arkansas Br.)	2,500,000	7	June & Dec.	" "	1897	...	South Side, Va. (A., M. and O.):						
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7	" " "	" "	1897	...	1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	86
Consolidated Mortgage	1,500,000	7	" " "	" "	1899	...	2d preferred bonds	621,900	6	" " "	" "	'84-'90	60
St. Louis, Jacksonville & Chicago:							3d preferred bonds	452,800	6	" " "	" "	'84-'90	42
1st Mortgage	2,229,000	7	April & Oct.	New York	1894	...	Southern Central (N. Y.):						
2d Mortgage	548,000	7	Jan. & July.	" "	1898	...	1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	...
St. Louis, Kansas City & North:							2d Mortgage	600,000	7	March & Sept.	" "	1892	108
1st Mortgage (North, Missouri)	6,000,000	7	Jan. & July.	New York	1895	101	Southern Iowa and Cedar Rapids:						
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	" "	1899	...	1st Mortgage gold	1,500,000	7	May & Nov.	New York.	1900	...
St. Louis, Lawrence and Denver:							Southern of L. L.						
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York	1901	...	1st Mortgage	750,000	7	March & Sept.	New York.	1887	...
St. Louis and South Eastern:							2d Mort., Sink. Fund	1,500,000	7	May & Nov.	" "	...	80
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York	1894	...	Southern Minnesota:						
1st M. (Evans, D.) gold skg fd. conv.	1,000,000	7	" " "	" "	1896	...	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	...
1st Mort. (Evans, Hen. & Nash)	1,000,000	7	Jan. & July.	" "	1897	...	2d Mortgage, land grant	1,252,000	7	Jan. & July.	" "	1890	...
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	...	Southern (Cal.) Pacific:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold for \$25,000,000	11,000,000	6	April & Oct.	New York.	...	...
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York	1897	...	Southern Pennsylvania:						
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	...	1st Mortgage gold	625,000	7	March & Sept.	Philadelphia.	1900	...
2d Mortgage (B.) convertible	1,000,000	7	" " "	" "	1898	...	2d Mortgage gold	88,000	7	" " "	" "	1890	...
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	...	South Western (Gen. of Ga.):						
St. Paul and Iowa Southwestern:							Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage	4,500,000	7	May & Nov.	...	1903	...	1st Mortgage (Muscoogee) conv.	300,000	7	" " "	" "	'72-'76	...
St. Paul and Pacific 1st Division:							Spartanburg and Union:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York	1892	...	1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879	...
1st M. (St. Paul to Watb.) 90m.	368,000	7	Jan. & July.	" "	1892	...	1st Mortgage not endorsed	198,370	7	" " "	" "	1879	...
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	...	Springfield, Athol & Northeastern:						
1st M. (Main L.) R.R. & Lands	3,000,000	7	May & Nov.	London.	...	...	1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	...
2d M. (do.) R.R. & Lands	8,500,000	7	" " "	" "	...	...	Springfield & Illinois S. Eastern:						
General Mortgage for \$15,000,000	...	7	" " "	" "	...	...	1st Mortgage gold, tax free	3,400,000	7	Feb. & Aug.	New York.	1899	...
St. Paul, Stillwater & Taylor's F.:							2d Mortgage gold, tax free	446,000	7	April & Oct.	" "	1900	...
1st Mortgage	450,000	8	Jan. & July.	New York	1901	...	Springfield and Northwestern:						
Salem (West Jersey):							1st Mortgage gold, skg fund	500,000	7	Feb. & Aug.	New York.	1901	...
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	...	Staten Island:						
Salem and Lowell (B. & L.):							1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	96	Statenland, Shefford and Chamblay:						
2d Mortgage	2,301,000	7	Jan. & July.	New York.	1900	91	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
Saratoga & Whitehall (B. & S.):							Sullivan (Central Verm.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	...	1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	...
Savannah, Albany & Gulf (A. & G.):							2d Mortgage	250,000	6	Feb. & Aug.	" "	1891	...
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	...	Sullivan and Erie:						
Savannah and Charleston:							1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
1st Mortgage (Bav. & Char.)	500,000	7	Jan. & July.	New York	1889	...	Summit Branch:						
State guaranteed (C. & S.) bonds	408,000	6	March & Sept.	Charleston.	1877	...	1st Mortgage	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	97
Funded Interest bonds, guar.	111,800	7	" " "	New York.	1889	...	Sunbury and Lewiston:						
Savannah, Griffin & North Ala.							1st Mortgage gold	1,200,000	7	April & Oct.	Philadelphia.	1890	...
1st Mortgage for \$500,000 guar.	182,000	7	Jan. & July.	Macon.	1891	...	Income Mort. gold	200,000	6	" " "	" "	1891	...
Savannah and Memphis:							Suspens. Bridge & Erie Junc. (E.):						
1st Mort., gold, endor. by State	16,000pm	8	May and Nov.	New York.	1890	...	1st Mortgage	1,000,000	7	" " "	New York.	...	...
Schenectady & Susq. (D. & H. Can.):							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mortgage gold, tax free	400,000	7	Jan. & July.	New York.	1900	...	1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	...
Schepolcraft & Three R. (L.S. & M.):							2d Mortgage	270,000	7	June & Dec.	" "	1887	...
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	...	Syracuse and Chenango Valley:						
Seaboard and Roanoke:							1st Mort. gold, for \$500,000	500,000	7	Feb. and Aug.	New York.	1891	...
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	...	Tebbo and Neasho (M. K. & T.):						
Seima and Gulf:							1st Mortgage gold, skg fund	1,163,000	7	June & Dec.	New York.	1903	...
1st Mort. (guar. by Ala.)	1,588,000	8	April & Oct.	New York.	1890	...	Terre Haute & Indianapolis:						
Seima, Marion and Memphis:							1st Mortgage	800,000	7	April & Oct.	New York.	1879	...
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	...	Bonds of 1873 for \$1,800,000	516,000	7	" " "	" "	1894	...
Seima, Rome and Dalton:							Texas and Pacific:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...	1st Mortgage S. F. Gold	40,000pm	6	June & Dec.	N.Y. or Lond.	1912	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	...	Toledo, Can. Southern & Detroit:						
Equipment Mortgage	230,000	10	" " "	" "	1891	...	1st Mortgage	1,350,000	7	Jan. and July.	...	1906	42
Shamokin Valley & Pottsville (N. C.):							Toledo, Peoria and Warsaw:						
1st Mortgage, on road and lands	2,000,000	7	Jan. & July.	Philadelphia.	1901	97	1st Mortgage (Eastern Div.)	1,800,000	7	June & Dec.	New York.	1894	56
Shenandoah and Fond du Lac:							1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	81
1st Mortgage	729,000	7	June & Dec.	New York.	1884	...	2d Mort. conv.	1,800,000	7	April & Oct.	" "	1886	30
1st Mortgage extension	594,000	8	April & Oct.	" "	1886	...	Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	...
Shenango and Allegheny:							Consol. Mort. for \$4,200,000	1,500,000	7	May & Nov.	" "	1910	35
1st Mortgage for \$1,000,000	795,000	7	April & Oct.	New York.	1889	...	1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	...
2d Mortgage	400,000	7	Jan. & July.	" "	1902	...	Toledo, Wabash and Western:						
Shore Line (N. Y., N. H. & Hart):							1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	137
1st Mortgage construction	300,000	7	March & Sept.	Boston.	1890	...	1st Mort. (L. Erie, Wab. & Et. L.)	2,500,000	7	" " "	" "	1890	107
St. Louis City and St. Paul:							1st Mort. (Gt. West. Rwy. of '69)	2,500,000	7	" " "	" "	1888	111
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	...	1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	...
Land Grant Mortgage gold	500,000	7	" " "	" "	1901	...	1st Mort. (Ill. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	...
2d Mortgage	480,000	8	" " "	" "	...	...	2d Mort. (Decatur & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	81
Equipment bonds	165,000	10	" " "	" "	...	...	2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1878	75
St. Louis City and Pacific:							2d Mort. (Gt. West. Rwy. of '69)	1,500,000	7	" " "	" "	1878	75
1st Mortgage gold	1,629,000	6	Jan. & July.	New York.	1898	51	Equipment (Toledo & Wabash)	2,500,000	7	" " "	" "	1883	72
2d Mort. (Gov. Subsidy)	1,629,000	6	" " "	U.S. Treasury	1898	...	Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1897	63
							Consol. 2d mort. gold	2,186,000	7	Feb. and Aug.	" "	1898	...
							Traverse City (Gr. Rap. and Ind.):						
							1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	...

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1875	....	1st Mortgage, unencumbered.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	107
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	107
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co...	300,000	6	"	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	21 Mortgage preferred.....	600,000	6	"	"	1896	81
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	107
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	...
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,755,000	60	Jan. and July.	New York.	1899	13
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch)	1,000,000	6	Jan. and July.	"	1896	...
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	...	...
1st Mortgage gold, tax free.....	27,232,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	105	Western Union (Chl., M. & St. P.)						
1st Mort. Land Grant.....	7,404,000	7	Apr. and Oct.	"	1887	104	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1899	...
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	104	West Jersey:						
3d Mortgage Sinking Fund.....	14,046,000	8	March & Sept.	New York.	1894	94	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	82
Omaha Bridge Bonds Sterling.....	2,219,000	80	Apr. and Oct.	London.	1896	...	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	...
1st Mortgage gold, tax free.....	1,600,000	60	May and Nov.	New York.	1895	....	1st Mort. (Swedenborg) guar.....	200,000	6	June & Dec.	Camden.	...	...
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-'7-8	...	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	...	...
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	104
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	...	West Wisconsin:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. land gr., gold skg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	...
United N. J. R. R. & Canal Co.:							1st Mort. (Southern Extension).....	640,000	70	"	"	1902	...
Loan of 1901 (United Compan's)	3,000,000	60	March & Sept.	Philadelphia.	1901	103	White Water Valley:						
Sterling Loan £369,200 (U. Co's)	1,848,000	50	"	London.	1894	...	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	...
Sterling Loan £360,000 (")	1,800,000	60	"	"	1894	...	Wico Mico and Pocumoke:						
Loan of 1894 Sk. Fund (")	2,000,000	60	Apr. and Oct.	Philadelphia.	1894	...	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	...
Loan of 1888 (United Compan's)	154,000	60	Feb. and Aug.	"	1888	96	Williamston and Tarboro:						
1st Mortgage to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1880	...	1st Mortgage.....	360,000	8	May and Nov.	New York.	1900	...
Sterling S. F. £282,000 (C. & A. M.)	1,310,000	60	Feb. and Aug.	London.	1880	...	Wilmington, Colum. & Augusta:						
Loan of 1883 (Camden & Amb'y)	1,700,000	60	"	Philadelphia.	1883	102	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	81
Loan of 1889 (")	868,000	60	June & Dec.	Princeton.	1889	102	Wilmington and Reading:						
Mort. Loan (")	5,000,000	60	May and Nov.	Philadelphia.	1889	111	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
Loan of '78 (N. J. R. R. & T. Co.)	450,000	60	Feb. and Aug.	New York.	1873	...	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	10
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	...	...	Wilmington and Weldon:						
Utah Central:							Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	...
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	...	Sterling Bonds.....	221,400	70	May and Nov.	"	1886	...
Utah Southern:							Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	100
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	...	Wilmington and Western (Del.):						
Utica and Black River:							1st Mortgage.....	500,000	7.3	J. A. J. & G.	Phil. & Wilm.	1892	...
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	...	Winona & St. Peter (C. & N. W.):						
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	...	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	79
Utica, Ithaca and Elmira:							2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	70
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	...	Extension mortgage bonds.....	4,375,000	70	June & Dec.	"	1916	...
Vermont Cent.—See Central Vt.							Wisconsin Central:						
Vermont and Massachusetts:							1st M. L. G. gold S. F. \$25,000pm	4,615,500	70	Jan. and July.	Boston.	1901	38
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	Worcester (Md.):						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	...
Convertible bonds.....	150,000	7	"	"	1885	104	Worcester and Nashua:						
Vicksburg and Meridian:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	...
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	...	Plain Bonds.....	185,300	6	Various.	"	'81-'87	...
General 2d series (blue).....	850,000	7	"	"	1890	...	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1898	107
3d series (black).....	138,000	7	"	"	1890	...	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	...	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	...	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...	Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	...
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1885	82
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	...	Delaware Division (L. O. & N.):						
3d Mortgage.....	990,000	6	"	"	1884	80	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	98
5th Mortgage.....	969,000	8	March & Sept.	"	1900	83	Delaware and Hudson:						
Registered Certificates.....	94,141	8	Jan. and July.	"	1875	...	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	102
Funded Interest.....	228,900	8	"	"	1880	...	regis. 2d series, July 1, 1889	3,500,000	7	Jan. and July.	"	1884	98
Wallkill Valley (Erie):							tered. (3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	99
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York	1901	...	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	99
Warren (D. L. & W.):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	...
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	...	Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	105	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	94
Warren & Franklin (P. T. & B.):							Convertible Debentures.....	41,550	6	"	"	1882	96
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	Convertible Loan, gold.....	771,000	60	March & Sept.	"	1894	92
Warwick Valley (Erie):							1st Mortgage, registered.....	5,381,933	60	J. A. J. & O.	"	1884	102
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	...	1st Mortgage, reg. (R. R.).....	2,000,000	60	F. M. A. & N.	"	1897	102
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold....	4,658,500	60	June & Dec.	"	1897	87
1st Mortgage.....	150,000	60	May and Nov.	New York.	1893	...	Consolidated Mortgage.....	1,115,000	7	"	"	1911	80
Washington City, Va. Mid. & Gt. So.:							Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	...
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	72	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	...
2d Mort. (")	350,000	7	"	"	1891	...	Monongahela Navigation:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	89	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	73	Morris (and Banking):						
3d Mort. (")	600,000	8	May and Nov.	"	1873	60	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	90
4th Mort. (")	700,000	8	March & Sept.	"	1880	38	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	102
Funded Coupons (do.)	722,664	...	"	"	...	...	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	...
1st Mort. (Lynchburg & Danville)	621,000	...	Apr. and Oct.	"	1896	...	Pennsylvania:						
Virginia State Loan.....	249,982	7	Jan. and July.	"	'92-'98	...	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	60
Washington and Ohio:							1st Mortgage (W. Val. Can.)...	600,000	6	"	"	1878	...
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	...	Schuylkill Navigation Ph. & Rdg:						

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

As stated (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Abstract of General Balance Sheet.										Operations.																																																	
Property and Assets.					Liabilities.					Railroad Operated.					Trains Moved.					Passengers.					Freight.					Earnings.					Market.																								
Rolling Stock.					Accounts and Cash.					Stocks.					Bonds.					Accounts.					Surplus Income.					Railroad Operated.					Trains Moved.					Passengers.					Freight.					Earnings.					Market.				
Rolling Stock.					Accounts and Cash.					Stocks.					Bonds.					Accounts.					Surplus Income.					Railroad Operated.					Trains Moved.					Passengers.					Freight.					Earnings.					Market.				
Rolling Stock.					Accounts and Cash.					Stocks.					Bonds.					Accounts.					Surplus Income.					Railroad Operated.					Trains Moved.					Passengers.					Freight.					Earnings.					Market.				
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

...occurring in the column headed "Boiling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

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Dec. 31	1876	540.4	684.3	683.5	425	153	111	10233	L. S. & Mich. E. N. Y. P. O. Mich. Ind. & Ill.	4,967,538	1,584,637	50,000,000	57,324,000	1,533,719	2,285,768	1,176.8	11,775.93	5,119.923	5,635.157	13,040.177	81	100	601
Jan. 31	1876	101.1	283.184	183.01	6	328	10	332	Lake S. Tuenawau V. & W. heeling... O.	2,024,292	2,876,000	2,876,000	2,876,000	197,944	152,200	101.1	386.374	87.386	167,139	84,000	100	100	100
Feb. 31	1876	188.0	431.126	188.0	11	10	4	344	Lake Superior and Mississippi... Minn.	29,240	74,443	5,125,000	7,099,000	197,944	152,200	101.1	386.374	87.386	167,139	84,000	100	100	100
Mar. 31	1876	131.0	365.396	131.0	11	10	4	344	Lawrence (P. F. W. & C.)... Pa. & Ohio.	10,925	47,623	690,500	855,000	13,790	44,380	22.1	141.617	63.761	417,523	63,761	100	100	100
Apr. 31	1876	144.2	1.6	9.2	21	1	21.0	9	255	5,550,000	125,119	5,880,000	5,880,000	614,522	273,173	208.6	15.410	38.800	519,892	163,311	100	100	100
May 31	1876	103.0	32.5	184.7	20	59	32	1513	Leav. worth, Atchison & Nthw. (Pac.)... Ke.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Jun. 31	1876	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Jul. 31	1876	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Aug. 31	1876	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Sep. 31	1876	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Oct. 31	1876	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Nov. 31	1876	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Dec. 31	1876	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Jan. 31	1877	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Feb. 31	1877	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Mar. 31	1877	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Apr. 31	1877	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
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Oct. 31	1877	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Nov. 31	1877	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Dec. 31	1877	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Jan. 31	1878	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Feb. 31	1878	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Mar. 31	1878	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Apr. 31	1878	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
May 31	1878	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Jun. 31	1878	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Jul. 31	1878	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Aug. 31	1878	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Sep. 31	1878	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Oct. 31	1878	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Nov. 31	1878	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Dec. 31	1878	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Jan. 31	1879	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Feb. 31	1879	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Mar. 31	1879	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Apr. 31	1879	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
May 31	1879	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Jun. 31	1879	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Jul. 31	1879	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Aug. 31	1879	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Sep. 31	1879	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Oct. 31	1879	101.0	131.4	149.3	46	42	71	702	Lehigh and Lackawanna (C. of N. J.)... Pa.	15,926,553	455,046	375,100	300,000	618,202	3,237,378	187.6	170.422	572.081	8,176,646	1,059,548	8	50	50
Nov. 31	1879	101.0	131.4	149.3	46	42																	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "g." A dash (-) across the column signifies "all" and running dots (....) signify "not ascertainable."

[illegible]

Sept. 30, 1876	140.51	2.7	16.8	39	19	101	508, Richmond and Danville	5,860,611	2,349,366	1,100,442	4,000,000	3,592,686	729,757	48,979	224.6	670,412	156,678	221,017	923,088	323,448	100
Sept. 30, 1876	1575	22.5	4.2	14	24	13	176, Richmond and Petersburg	1,102,634	182,606	317,187	1,008,000	773,796	228,433	630,214	25.2	188,341	133,980	45,372	393,298	76,251	100
Sept. 30, 1876	82.0	6.3	24	13	4	79	79, Richmond, Fredburg and Potomac	2,806,705	182,606	317,187	1,832,622	288,433	204,222	630,214	87.0	188,341	133,980	45,372	393,298	76,251	100
Sept. 30, 1876	24.1	1.9	28.6	3	2	41	41, Richmond, York Rir. & Chesapeake	650,000	182,606	317,187	650,000	601,610	271	630,214	38.3	188,341	133,980	45,372	393,298	76,251	100
Sept. 30, 1876	20.0	24.1	1.9	28.6	3	2	6, Rochester and State Rir.	1,105,000	182,606	317,187	1,105,000	1,105,000	104,38	271	24.1	1,300	2,660	66	1,571	199	100
Sept. 30, 1876	24.8	21.4	21.5	31.0	1	14	6, Rochester, Nunda & Penn.	386,003	38,199	10,220,000	9,000,000	1,320,000	104,38	271	270.2	923,797	183,286	238,232	897,914	187,334	100
Sept. 30, 1876	120.0	6.0	6.0	6.0	6.0	6.0	6, Rochester, Nunda & Penn.	1,620,000	38,199	10,220,000	1,620,000	1,620,000	104,38	271	333.2	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400	2,188,000	986,783	103,719	178.0	724,162	664,200	376,633	1,103,120	693,083	100
Sept. 30, 1876	103.6	103.6	103.6	103.6	103.6	103.6	1,118, Rutland, Watertown and Ogdensburg	8,782,597	14,066	483,441	6,148,400										

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad". A dash (-) across the column signifies "nil," and running dots (....) signify "has ascertained."

Value of Shares. Market. Par. Dividends. Net. Gross. Freight. Passengers. Trains Moved. Railroad Operated. Surplus Income. Accounts. Bonds. Stocks. Accounts and Cash. Assets. Rolling Stock. Railroad. Property and Assets. Companies.

Years ending.	Railroad.	Rolling Stock.	Property and Assets.	Companies.
Dec. 31, 1879	1	1	1	1
Sept. 30, 1879	2	2	2	2
Sept. 30, 1879	3	3	3	3
Sept. 30, 1879	4	4	4	4
Sept. 30, 1879	5	5	5	5
Sept. 30, 1879	6	6	6	6
Sept. 30, 1879	7	7	7	7
Sept. 30, 1879	8	8	8	8
Sept. 30, 1879	9	9	9	9
Sept. 30, 1879	10	10	10	10
Sept. 30, 1879	11	11	11	11
Sept. 30, 1879	12	12	12	12
Sept. 30, 1879	13	13	13	13
Sept. 30, 1879	14	14	14	14
Sept. 30, 1879	15	15	15	15
Sept. 30, 1879	16	16	16	16
Sept. 30, 1879	17	17	17	17
Sept. 30, 1879	18	18	18	18
Sept. 30, 1879	19	19	19	19
Sept. 30, 1879	20	20	20	20
Sept. 30, 1879	21	21	21	21
Sept. 30, 1879	22	22	22	22
Sept. 30, 1879	23	23	23	23
Sept. 30, 1879	24	24	24	24
Sept. 30, 1879	25	25	25	25
Sept. 30, 1879	26	26	26	26
Sept. 30, 1879	27	27	27	27
Sept. 30, 1879	28	28	28	28
Sept. 30, 1879	29	29	29	29
Sept. 30, 1879	30	30	30	30
Sept. 30, 1879	31	31	31	31
Sept. 30, 1879	32	32	32	32
Sept. 30, 1879	33	33	33	33
Sept. 30, 1879	34	34	34	34
Sept. 30, 1879	35	35	35	35
Sept. 30, 1879	36	36	36	36
Sept. 30, 1879	37	37	37	37
Sept. 30, 1879	38	38	38	38
Sept. 30, 1879	39	39	39	39
Sept. 30, 1879	40	40	40	40
Sept. 30, 1879	41	41	41	41
Sept. 30, 1879	42	42	42	42
Sept. 30, 1879	43	43	43	43
Sept. 30, 1879	44	44	44	44
Sept. 30, 1879	45	45	45	45
Sept. 30, 1879	46	46	46	46
Sept. 30, 1879	47	47	47	47
Sept. 30, 1879	48	48	48	48
Sept. 30, 1879	49	49	49	49
Sept. 30, 1879	50	50	50	50
Sept. 30, 1879	51	51	51	51
Sept. 30, 1879	52	52	52	52
Sept. 30, 1879	53	53	53	53
Sept. 30, 1879	54	54	54	54
Sept. 30, 1879	55	55	55	55
Sept. 30, 1879	56	56	56	56
Sept. 30, 1879	57	57	57	57
Sept. 30, 1879	58	58	58	58
Sept. 30, 1879	59	59	59	59
Sept. 30, 1879	60	60	60	60
Sept. 30, 1879	61	61	61	61
Sept. 30, 1879	62	62	62	62
Sept. 30, 1879	63	63	63	63
Sept. 30, 1879	64	64	64	64
Sept. 30, 1879	65	65	65	65
Sept. 30, 1879	66	66	66	66
Sept. 30, 1879	67	67	67	67
Sept. 30, 1879	68	68	68	68
Sept. 30, 1879	69	69	69	69
Sept. 30, 1879	70	70	70	70
Sept. 30, 1879	71	71	71	71
Sept. 30, 1879	72	72	72	72
Sept. 30, 1879	73	73	73	73
Sept. 30, 1879	74	74	74	74
Sept. 30, 1879	75	75	75	75
Sept. 30, 1879	76	76	76	76
Sept. 30, 1879	77	77	77	77
Sept. 30, 1879	78	78	78	78
Sept. 30, 1879	79	79	79	79
Sept. 30, 1879	80	80	80	80
Sept. 30, 1879	81	81	81	81
Sept. 30, 1879	82	82	82	82
Sept. 30, 1879	83	83	83	83
Sept. 30, 1879	84	84	84	84
Sept. 30, 1879	85	85	85	85
Sept. 30, 1879	86	86	86	86
Sept. 30, 1879	87	87	87	87
Sept. 30, 1879	88	88	88	88
Sept. 30, 1879	89	89	89	89
Sept. 30, 1879	90	90	90	90
Sept. 30, 1879	91	91	91	91
Sept. 30, 1879	92	92	92	92
Sept. 30, 1879	93	93	93	93
Sept. 30, 1879	94	94	94	94
Sept. 30, 1879	95	95	95	95
Sept. 30, 1879	96	96	96	96
Sept. 30, 1879	97	97	97	97
Sept. 30, 1879	98	98	98	98
Sept. 30, 1879	99	99	99	99
Sept. 30, 1879	100	100	100	100

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 4.

any Val. 1 3-100	108	108	108
Income	108	108	108
Camden & Am. Co., 1888	108	108	108
6s, 1889	108	108	108
Mort. Co., 1889	111	111	111
Camden and Atlantic	108	108	108
Preferred	108	108	108
1st mortgage	108	108	108
2d mortgage	108	108	108
Ontawissa	108	108	108
Preferred	108	108	108
New preferred	108	108	108
7s, new	108	108	108
Del. & Bound Brook	108	108	108
7s	108	108	108
Elmra & Williamsport	108	108	108
Preferred	108	108	108
7s	108	108	108
Hunt. & B. Top Mt.	108	108	108
Preferred	108	108	108
2d mortgage	108	108	108
Lehigh Navigation	181	181	181
6s, 1884	102	102	102
Gold Loan	87	87	87
Railroad Loan	102	102	102
Conv. Gold Loan	102	102	102
Lehigh Valley	35	35	35
6s, new, coupon	108	108	108
6s, new, registered	108	108	108
7s	108	108	108
Consol. mort. Co.	108	108	93
Little Schuylkill	108	108	108
Minehill & Sch. Haven	108	108	108
North Pennsylvania	108	108	108
1st mortgage 6s	113	113	113
2d mortgage 7s	108	108	108
Gen'l mort. 7s, coup.	108	108	108
Gen'l mort. 7s, reg.	108	108	108
Northern Central	108	108	108
Pennsylvania R. R.	108	29	29
1st mortgage	108	108	108
Gen'l mortgage	105	105	105
Gen'l mort. reg.	108	108	108
Consol. mort. Co. reg.	108	108	108
Penn. & N.Y. Canal 7s	108	108	108
Penn. State Co. 2d series	112	112	112
do. 5s, new	111	111	111
Philadelphia City, Co. 108	113	113	113
6s, new	113	113	113
Phila. and Reading	14	14	14
Debiture bonds	108	108	108
7s, 1893	108	108	108
7s, new convertible	55	100	100
Gen'l mortgage 7s	100	100	100
Gen'l mortgage, reg.	100	100	100
Gen'l mort. reg. & Krie. 9	100	100	100
Philadelphia, Co.	108	108	108
1st mortgage, 6s	108	93	93
2d mortgage, 7s	72	72	72
Pittsb., Cin. & St. L. 7s	71	71	71
Pittsb., Titusv. & Buff.	71	55	55
7s	55	55	55
Schuylkill Navigation	108	108	108
Preferred	108	108	108
6s, 1872	108	108	108
6s, 1882	108	108	108
6s, 1892	108	108	108
United Co. of N. Jersey	128	128	128
Hestonville, (Horse)	111	111	111
Chestnut & Wal. (do.)	60	60	60
Germantown (do.)	108	108	108
Green and Coates (do.)	108	108	108
Lombard & 8th (do.)	108	108	108
2d and 3d streets (do.)	108	108	108
Spruce and Pine (do.)	108	108	108
18th and 18th sts (do.)	108	108	108

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 4.

Baltimore and Ohio	101	101	101	101
6s, 1880	101	101	101	101
6s, 1885	101	101	101	101
Central Ohio	102	102	102	102
1st mortgage	102	102	102	102
Marietta & Cincinnati	95	95	95	95
1st mortgage, 7s	43	45	47	47
2d mortgage, 7s	43	45	47	47
3d mortgage, 8s	16	18	19	19
Northern Central	17	17	17	17
2d mortgage, 6s 1885	108	108	108	108
3d mortgage, 6s 1900	95	95	95	95
6s, 1900, Gold	108	108	108	108
Orange and Alex. 1st	108	108	108	108
2d mortgage, 6s	108	108	108	108
3d mortgage, 8s	108	108	108	108
4th mortgage, 8s	108	108	108	108
O. Alex. & Manassas 7s	70	70	70	70
Pittsb. & Connellsv. 7s	100	100	100	100
Virginia Co., Consol.	45	65	65	65
Consol. Coupons	81	804	81	81
Deferred Certificates	81	804	81	81
Western Maryland	108	108	108	108
1st M., end. by Balt.	108	108	108	108
2d M., do.	108	108	108	108
3d M., do.	108	108	108	108
1st M., unendorsed	108	108	108	108
2d M., end. Wash. Co.	108	108	108	108
3d Mort., preferred	108	108	108	108
City Passenger R. R.	108	108	108	108

New York Stock Exchange.

Closing Prices for the week ending Sept. 5.

	Th.30	F.31	Sat.1	M.2	Tu.3	W.4
Adams Express	92	93	92	94	94	94
Albany and Susq.	70	71	73	73	73	73
1st mortgage	109	109	109	109	109	109
2d mortgage	48	48	48	49	49	49
American Express	48	48	48	49	49	49
Am. Dock and Imp. 7s	42	42	42	42	42	42
Atlantic & Pacific Tel.	19	19	19	19	19	19
Bost. Hart. & Erie 1st	12	12	12	12	12	12
Burl. O. R. & Nor. 1st	10	10	10	10	10	10
Central of N. Jersey 1st	10	10	10	10	10	10
1st mortgage, new	109	109	109	109	109	109
7s, consolidated	71	71	71	71	71	71
7s, convertible	67	67	67	67	67	67
Central Pacific 6s, gold 108	87	87	87	87	87	87
1st M. (San Joaquin)	85	85	85	85	85	85
1st M. (Cal. and Or.)	85	85	85	85	85	85
Land grant 6s	87	87	87	87	87	87
Chicago and Alton	87	87	87	87	87	87
Preferred	87	87	87	87	87	87
1st mortgage	87	87	87	87	87	87
Sinking Fund	87	87	87	87	87	87
Income bonds	87	87	87	87	87	87
Chic. Burl. & Quincy 100	100	100	100	100	100	100
7s, 1883	112	112	112	112	112	112
Chic. & Milwaukee 1st	30	30	30	30	30	30
Chic. Mil. and St. Paul 30	31	31	31	31	31	31
Preferred	68	68	68	68	68	68
1st mortgage, 8s	68	68	68	68	68	68
2d mortgage, 7 3-10s	68	68	68	68	68	68
7s, gold	68	68	68	68	68	68
1st M. (La Crosse div.)	103	103	103	103	103	103
1st M. (I. and M. div.)	92	92	92	92	92	92
1st M. (L. and D. div.)	92	92	92	92	92	92
1st M. (H. & D. div.)	92	92	92	92	92	92
1st M. (C. & M. div.)	92	92	92	92	92	92
Consolidated S. F.	89	89	89	89	89	89
Chic. & Northwestern 32	33	33	33	33	33	33
Preferred	62	62	62	62	62	62
1st mortgage	62	62	62	62	62	62
Sinking Fund	106	106	106	106	106	106
Consolidated 7s	92	92	92	92	92	92
Consol. Gold bonds	92	92	92	92	92	92
Do. reg.	92	92	92	92	92	92
Chic. Rock Isl. & Pac. 100	100	100	100	100	100	100
7s, 1896	106	106	106	106	106	106
6s, S. F.	104	104	104	104	104	104
6s, 1917	104	104	104	104	104	104
Olev. Col. C. and Ind. 33	32	32	32	32	32	32
1st mortgage	109	109	109	109	109	109
Olev. & Pittsburg guar. 81	82	82	82	82	82	82
7s, consolidated	104	104	104	104	104	104
4th mortgage	104	104	104	104	104	104
Olev. P. and Ash. 7s	99	99	99	99	99	99
7s, new	99	99	99	99	99	99
Col. Chl. & Ind. Cent. 4	4	4	4	4	4	4
1st mortgage	37	37	37	37	37	37
2d mortgage	12	12	12	12	12	12
Del. & Hudson Canal 49	49	49	49	49	49	49
Reg. 7s, 1891	100	100	100	100	100	100
Reg. 7s, 1884	98	98	98	98	98	98
7s, 1894	99	99	99	99	99	99
Del. Lack. & Western 49	49	49	49	49	49	49
2d mortgage 7s	103	103	103	103	103	103
7s, Convertible	103	103	103	103	103	103
Det. Mon. & Tol. 1st	77	77	77	77	77	77
Et. of Columbia 3-6s	11	11	11	11	11	11
Erie Railway 7s	12	12	12	12	12	12
Preferred	22	22	22	22	22	22
1st mortgage	106	106	106	106	106	106
2d mortgage	106	106	106	106	106	106
3d mortgage	106	106	106	106	106	106
4th mortgage	106	106	106	106	106	106
5th mortgage	106	106	106	106	106	106
Great Western 1st mort. 92	92	92	92	92	92	92
2d mortgage	73	73	73	73	73	73
Hannibal & St. Joseph 12	12	12	12	12	12	12
Preferred	27	27	27	27	27	27
8s, Convertible	89	89	89	89	89	89
Hudson River 2d mort.	88	88	88	88	88	88
Illinois Central	68	68	68	68	68	68
Kansas Pacific 1st mort.	68	68	68	68	68	68
Lake Shore & Mich. So. 68	68	68	68	68	68	68
Consol. 7s	68	68	68	68	68	68
Consol. 7s, reg.	68	68	68	68	68	68
2d Consolidated	68	68	68	68	68	68
Lake Shore Div. bonds	68	68	68	68	68	68
Leh. & W. B. 7s, Con. 30	31	31	31	31	31	31
Long Dock bonds	110	110	110	110	110	110
L'ville & Nash. 7s Cons. 96	96	96	96	96	96	96
Michigan Central	68	68	68	68	68	68
7s, 1902	104	104	104	104	104	104
8s, 1882	104	104	104	104	104	104
M. S. and N. I. 1st, S. F. 110	112	112	112	112	112	112
2d mortgage	74	74	74	74	74	74
Morris and Essex	74	74	74	74	74	74
1st mortgage	115	115	115	115	115	115
2d mortgage	105	105	105	105	105	105
7s of 1871	105	105	105	105	105	105
7s, Convertible	105	105	105	105	105	105
7s, Consolidated	105	105	105	105	105	105
N. Y. Cent. & Hud. Riv. 101	102	102	102	102	102	102
7s, Sinking fund, 1876	105	105	105	105	105	105
6s, Sinking fund, 1883	105	105	105	105	105	105
6s, Sinking fund, 1887	105	105	105	105	105	105
1st mortgage	117	117	117	117	117	117
1st mortgage reg.	117	117	117	117	117	117
N. York and Harlem	142	142	142	142	142	142
Preferred	142	142	142	142	142	142
1st mortgage	142	142	142	142	142	142
1st mortgage, reg.	142	142	142	142	142	142

New York Stock Exchange.

Closing Prices for the week ending Sept. 5.

	Th.30	F.31	Sat.1	M.2	Tu.3	W.4
New Jersey	129	129	129	129	129	129
N. Y. N. Haven & Hart	7	7	7	7	7	7
North Missouri 1st M.	7	7	7	7	7	7
Ohio and Mississippi	6	6	6	6	6	6
Preferred	11	10	12	12	13	13
2d mortgage	43	43	43	43	43	43
Consolidated 7s	90	90	90	90	90	90
Consol. Sinking fund	90	90	90	90	90	90
Pacific Mail S. S. Co.	24	24	24	24	24	24
Pacific R. R. of Mo.	2	2	2	2	2	2
1st mortgage	99	99	99	99	99	99
2d mortgage	61	61	61	61	61	61
Panama	112	112	112	112	112	112
Pitts. F. W. & Chl. 90	91	91	91	91	91	91
1st mortgage	91	91	91	91	91	91
2d mortgage	91	91	91	91	91	91
3d mortgage	91	91	91	91	91	91
Quicksilver Mining Co.	18	18	18	18	18	18
Preferred	32	32	32	32	32	32
St. L. Alton and T. H.	16	16	16	16	16	16
Preferred	16	16	16	16	16	16
1st mortgage	85	85	85	85	85	85
2d mort. preferred	85	85	85	85	85	85
Income bonds	85	85	85	85	85	85
St. L. Iron Mt. & S'thn	8	8	8	8	8	8
1st mortgage	95	95	95	95	95	95
2d mortgage	95	95	95	95	95	95
St. L. Jack. & Chl. 1st	107	107	107	107	107	107
St. L. Kan. City & N.	4	4	4	4	4	4
Preferred	23	23	23	23	23	23
Tol. P. & War. 1st E.D.	86	86	86	86	86	86
1st mort., West. Div.	81	81	81	81	81	81
Tol. Wab. & Western	104	104	104	104	104	104
Preferred	104	104	104	104	104	104
1st mortgage	94	94	94	94	94	94
2d mortgage	76	76	76	76	76	76
7s, Consolidated	78	78	78	78	78	78
St. Louis Division	80	80	80	80	80	80
Union Pacific	70	70	70	70	70	70
1st mortgage	105	105	105	105	105	105
Land Grant 7s	104	104	104	104	104	104
Sinking Fund 8s	93	93	93	93	93	93
United States Express	45	45	45	45	45	45
Wells-Fargo Express	83	83	83	83	83	83
Western Pacific bonds	101	101	101	101	101	101
Western Union Tel.	81	81	81	81	81	81
7s, S. F. conv. 1890	105	105	105	105	105	105

Boston Stock Exchange.

Closing Prices for the week ending Sept. 5.

	Th.30.	F.31.	Sat.1.	M.2.	Tu.3.	W.4.
Atch., Top. and Sap. Fe.	13	13	13	13	13	13
1st mortgage	89	89	89	89	89	89
2d mortgage	89	89	89	89	89	89
Land Grant 7s	80	80	80	80	80	80
Income 12s	102	102	102	102	102	102
Boston and Albany	118	118	118	118	118	118
7s, reg.	110	110	110	110	110	110
6s, 1895	108	108	108	108	108	108
Boston and Lowell	108	108	108	108	108	108
7s	108	108	108	108	108	108
Boston and Maine	90	90	90	90	90	90
Boston and Providence	121	121	121	121	121	121
Boston, Hart. & Erie 7s	11	11	11	11	11	11
Boston Water Power	2	2	2	2	2	2
Burl. & Mo. R. L. & G. 7s	89	89	89	89	89	89
Burl. & Mo. R. in Neb.	89	89	89	89	89	89
8s, old	100	100	100	100	100	100
8s, new	100	100	100	100	100	100
Ohl., Burl. and Quincy	100	99	99	100	100	100
7s	108	108	108	108	108	108
6s, new	89	89	89	89	89	89
Cin., Sand. and Clev.	1	2	2	2	2	2
Concord (\$50)	103	103	103	103	103	103
Connecticut River	103	103	103	103	103	103
Eastern	81	81	81	81	81	81
Scip.	50	50	50	50	50	50
New 34 Bonds	50	50	50	50	50	50
Fitchburg	102	103	103	103	103	103
Ind., Cin. & Lafayette	103	103	103	103	103	103
Kan. C., Top. & West.	85	85	85	85	85	85
1st mortgage	85	85	85	85	85	85
Michigan Central	57	56	56	56	56	59
Nashua and Lowell	56	56	56	56	56	59
Northern, N. H.	73	73	73	73	73	73
Norwich & Worcester	120	120	120	120	120	120
Ogden & Lake Champ.	23	23	23	23	23	23
Preferred	91	91	91	91	91	91
Old Colony	89	89	89	89	89	89
7s	89	89	89	89	89	89
Ph., Wil. & Balt. (\$50)	61	61	61	61	61	61
Port'd, Saco & Ports.	61	61	61	61	61	61
Pueblo & Ark. Val.	13	13	13	13	13	13
7s	79	80	81	81	81	81
Pullman Palace Car.	71	71	72	72	72	78
Union Pacific	71	71	72	72	72	78
6s	101	101	101	101	101	101
Land Grant 7s	101	101	101	101	101	101
Sinking Fund 8s	64	64	64	64	64	64
Vermont and Canada	18	18	18	18	18	18
Vermont and Mass.	107	107	107	107	107	107
Worcester and Nashua	107	107	107	107	107	107
Cambridge (Horse)	112	112	112	112	112	112
Metropolitan (")	112	112	112	112	112	112
Middlesex (")	112	112	112	112	112	112
Central Mining Co.	112	112	112	112	112	112
Calumet and Hecla	172	172	172	171	171	170
Copper Falls	172	172	172	171	171	170
Franklin	172	172	172	171	171	170
Quincy	172	172	172	171	171	170

loan item was \$243,778,700 against \$255,823,500 a year ago.

The City bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$11,798,025, as against \$11,791,425 the preceding week, \$9,089,775 the week ending 14th April (the lowest footing of this item thus far in the current year), and \$24,781,800 on January 27 (which latter was the highest aggregate reached this year.) The City bank exchanges in currency reached \$400,798,928, or a daily average of \$66,798,988.

The U. S. Sub-Treasury in this city closed the week ending on Wednesday with a currency balance of \$47,422,467, against \$49,194,443 the preceding Wednesday; and a coin hoard of \$87,710,051, against \$83,250,859 on the return of a week earlier. The Customs revenue of the port during the past week was \$2,402,000.

The U. S. Sub-Treasury receipts in August were \$74,865,892 (of which \$10,307,297 from customs); payments, \$69,929,269, (of which \$3,776,255 of coin interest.)

Government securities have been less active at generally easier rates, fluctuating in price, mainly in sympathy with the changes in Gold. At the close on Wednesday the current quotations were as follows:

United States currency sixes, 122 $\frac{3}{4}$ @123 $\frac{1}{4}$; do. 6s, 1881, registered, 109 $\frac{3}{4}$ @109 $\frac{1}{2}$; do. coupon 110 $\frac{3}{4}$ @110 $\frac{1}{4}$; do. 1865, new, registered, 105 $\frac{1}{2}$ @106 $\frac{1}{2}$; do. coupon, 105 $\frac{1}{2}$ @105 $\frac{1}{2}$; do. 1867, registered, 107 $\frac{1}{2}$ @107 $\frac{1}{2}$; do. coupon, 107 $\frac{1}{2}$ @107 $\frac{1}{2}$; do. 1868, registered, 109 $\frac{3}{4}$ @109 $\frac{3}{4}$; do. coupon, 109 $\frac{3}{4}$ @109 $\frac{3}{4}$; do. ten-forties registered, 107 $\frac{3}{4}$ @108; do. coupon, 108 $\frac{3}{4}$ @109 $\frac{1}{4}$; do. five per cents 1881, registered, 107 $\frac{3}{4}$ @107 $\frac{3}{4}$; do. coupon, 107 $\frac{3}{4}$ @108; do. 4 $\frac{1}{2}$ per cents, 1891, registered, 105 $\frac{1}{2}$ @106; do. coupon, 105 $\frac{1}{2}$ @106; do. 4 per cents, 1907, reg., 102 $\frac{1}{2}$ @102 $\frac{1}{2}$; Central Pacific Gold Bonds, 106 $\frac{1}{2}$ @106 $\frac{1}{2}$.

The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$337,634,650, and \$18,175,000 as security for public deposits.

The liquidation of the national indebtedness in August was \$3,869,589.

The disbursements of the National Treasury in August (exclusive of interest or principal of public debt) were \$11,263,446.

A fair investment demand has been noted for State bonds, and a brisk inquiry for Railway Mortgages, the latter at much stronger prices in the instance of the more substantial loans, the available supply of which has been comparatively moderate. And in the line of Railway and Miscellaneous share property the dealings have been again quite extensive nearly all through the general list; and, despite the hardening tendency of Money, values have been further advanced materially, closing, as a rule, buoyantly, favored by the more encouraging outlook for the great carrying interests.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$11,828,538; special deposit of legal tenders for the redemption of certificates of deposit, \$57,430,000; Coin, \$106,904,936; including of Coin certificates, \$38,625,400.

Gold has further receded, under more liberal

offerings, and a comparatively tame movement in the local market. The customs call has been fair for the season, but the export drain has been very light, much under the imports. The decline in Gold has seriously impeded the refunding operations of the national government, by depressing the price of the new four per cent funding loan under par. The extremes of the price during the week have been 103 $\frac{3}{4}$ @104 $\frac{1}{4}$, (the very low quotation of 103 $\frac{3}{4}$ having been made on Tuesday, Sept. 4) closing at 103 $\frac{1}{4}$, as against 104 $\frac{1}{4}$ on Wednesday of the preceding week. The lowest point touched by gold previous to the decline within the past few weeks, was 104 $\frac{1}{4}$, on Friday, March 2d. The specie outflow last week was only \$70,606, making the total exports of specie hence since January 1, \$22,018,127, against \$39,677,722 the same time in the preceding year. The imports of specie at this port last week were \$282,839, and since January 1st have been \$8,668,421, as against \$3,417,767 same time last year. The Customs demand for gold last week averaged \$400,834 per day. Foreign Exchange has been quoted weak, and in generally slack demand. Bankers' sixty day bills on London closed on Wednesday at \$4 81 $\frac{1}{2}$ @\$4 82 $\frac{1}{2}$; sight bill on London at \$4 84 $\frac{1}{2}$ @\$4 85 $\frac{1}{2}$ to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$6,046,094 as against \$4,467,011 the corresponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$2,458,106 of Dry Goods, and \$3,552,978 of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were to the liberal aggregate of \$7,261,045, against \$6,417,217 same week in 1876.

The aggregate of the outstanding U. S. currency of all denominations, September 1st, was \$377,212,210. The outstanding amount of legal tender notes is \$357,956,154. The National bank circulation is now \$315,066,928 of currency notes and \$1,425,770 of national gold bank notes.

National Bank notes received at the Treasury Department last week for redemption were to the amount of \$3,912,000.

The following is an official statement of the national bank balances in the United States Treasury up to date; Banks reducing circulation, \$8,921,984; banks in liquidation, \$3,968,437 80; failed banks, \$870,903 20; total, \$13,861,325.

The income of the Government from internal revenues last week was about 2 $\frac{1}{4}$ millions, and during the fiscal year ending June 30, 1877, \$118,630,408, against \$116,700,732 in the preceding fiscal year; and from Customs last week about three millions, and in the last fiscal year \$130,956,493, against \$148,071,985 in the preceding fiscal year.

Business in the leading kinds of domestic produce has been fairly active especially in Breadstuffs which have been quite freely purchased for home use and shipment, leaving off, however, less buoyantly as to values. Provisions and Cotton have been in fair request but generally weak as to price; Petroleum has been more freely dealt in, closing higher. Foreign merchandise has been in fair demand in most instances, though at irregular prices.

Metals have been comparatively dull, though prices have favored buyers. Eglington Pig Iron

quoted at \$24@24 50; Glengarnock \$25 50@26; Coltness \$26@27; No. 1 American Pig at \$18@18 50; No. 2 do. at \$17@17 50; (with sales of 2,300 tons at \$17 25.) Forge \$16@17; American Rails at works \$34@37 50; Old Rails \$18@19. Wrought Scrap \$22@24. Steel Rails, on the basis of \$47@49, at the mills. Ingot Copper less active on the basis of 17 $\frac{3}{4}$ @18 for early delivery.

Hardware, Boots and Shoes and Dry Goods, have been quite active, as a rule, with prices of seasonable classes of stock fairly supported.

An active business has been reported in the line of Ocean freights chiefly in the Grain and Petroleum interest, with rates quoted generally very firm, though the market closed rather dull. Liverpool steamer rates at the close for Grain, quoted at 11d.@11 1d, Provisions, 40s.@60s.; Tallow, 40s.; Leather, 55s. Measurement Goods at 20s.@25s. per ton; Cotton, 1d. per lb., Tobacco 40s. Liverpool, by sail, Cotton, 7-32; Grain, 9d.@9 1d. Oil Cake and Slate, 20s.; Measurement Goods 20s.; Tobacco 35s.; Grain rates on charter hence for Cork and orders left off at 7s. 6d.; for the Continent at 7s.@7s. 6d., and from Baltimore for Cork and orders, 6s. 9d.@7s. 3d. and from Philadelphia at 6s. 9d. per quarter. Refined Petroleum hence for Cork and orders, 5s.@5s. 6d., for the Continent, 4s. 6d.@5s. per bbl.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, New York and Erie Renewal 7s, 1916, 108; Indianapolis, Bloomington and Western 1st mort., 11; Winona and St. Peter 1st mort., 70; Chesapeake and Ohio 1st mort., coupon on, 25; Galena and Chicago 1st mort., 105; Canada Southern 1st mort.; coupon on, 55; Wabash Pur. Com. Receipts, 12 $\frac{1}{2}$; New York Central 6s, sub. bonds, 104 $\frac{1}{4}$; do. 6s, Real Estate, 104; Great Western 1st mort., 1888, 111; Cleveland and Toledo 7s, S. F., 108 $\frac{1}{2}$; Rome, Watertown and Ogdensburg 7s, consol., 50; Buffalo and Erie 7s, new, 107 $\frac{1}{2}$; Missouri, Kansas and Texas S. F., 55; Rensselaer and Saratoga R. R., 99; Warren R. R., 76 $\frac{1}{4}$; New Jersey Southern R. R., 7 $\frac{1}{2}$; Louisville and Nashville R. R., 28 $\frac{1}{2}$; Dubuque and Sioux City R. R., 47; Canton Co., 20; Ontario Silver Mining, 22 $\frac{1}{2}$; Pennsylvania Coal, 155; Louisiana 7s, consol., 78 $\frac{3}{4}$; North Carolina 6s, old, Jan. and July, 18 $\frac{1}{4}$; Virginia 6s, consol., ex mat. coupon, 65 $\frac{3}{4}$; do. 2d series, 42; Missouri 6s, Fund bonds, 1894, 106 $\frac{1}{4}$; Tennessee 6s, new series, 44 $\frac{1}{4}$; Georgia 7s, gold, 108. The latest quotations are: Adams Exp., 98 $\frac{1}{2}$ @94 $\frac{1}{2}$; American Exp., 48@49; Atlantic and Pacific Telegraph, 19@20; Central Railroad of New Jersey, 18 $\frac{1}{4}$ @18 $\frac{1}{2}$; Chicago, Burlington and Quincy, 100 $\frac{1}{4}$ @—; Chicago and Alton, 87@—; do. pref., 101@—; Chicago and Northwestern, 32 $\frac{1}{2}$ @33 $\frac{1}{4}$; do. pref., 63@63 $\frac{1}{2}$; Chicago, Milwaukee and St. Paul, 32 $\frac{1}{4}$ @22 $\frac{1}{2}$; do. pref., 67 $\frac{1}{2}$ @67 $\frac{3}{4}$; Chicago, Rock Island and Pacific, 100 $\frac{1}{4}$ @101 $\frac{1}{2}$; Cleveland, Columbus, Cincinnati and Indianapolis, 85 $\frac{1}{2}$ @—; Cleveland and Pittsburgh, 82@82 $\frac{1}{2}$; Columbus, Chicago and Indiana Central, 4 $\frac{1}{4}$ @4 $\frac{1}{2}$; Delaware and Hudson Canal, 56 $\frac{1}{2}$ @57; Delaware, Lackawanna and Western, 58 $\frac{1}{2}$ @58 $\frac{1}{2}$; Erie, 12 $\frac{1}{2}$ @12 $\frac{1}{4}$; do. pref., 21@—; Hannibal and St. Joseph 12 $\frac{1}{4}$ @12 $\frac{1}{2}$; do. pref., 27 $\frac{1}{2}$ @28 $\frac{1}{4}$;

Illinois Central, 67½@67½; Lake Shore and Michigan Southern, 65@65½; Michigan Central, 58@58½; Morris and Essex, 81½@82; N. Y. Central and Hudson River, 103½@103½; New York and Harlem, 142@143; Ohio and Mississippi, 7@7½; Pacific Mail, 24½@25; Panama, 112@113; Pittsburgh, Ft. Wayne and Chicago, 91@91½; Quick-silver, 18½@19; do. pref., 32½@33½; St. Louis Iron Mountain, and Southern, 6¼@—; St. Louis, Kansas City, and Northern 4½@—; do. pref., 24@—; Union Pacific 70½@70½; U. S. Express, 45@46; Wells-Fargo Express, 82@82½; Western Union Telegraph, 84@84½; Wabash, 12½@12½.

Philadelphia.—Oil Creek 1st mort. 87; Philadelphia and Reading R. R. scrip, 62; Philadelphia and Reading Coal and Iron 1st mort. 7s, 55; Belvidere Delaware 2d mort., 100; Western Pennsylvania R. R. 6s, 80; Pennsylvania Canal 6s, 60; Northern Pacific R. R. pref., 12; Central Transp., 20½; Empire Transp., 40; Pittsburg 5s, 80½; Camden 7s, 1890, 112. The latest quotations are: City 6s, 106½@107½; do. free of tax, 113½@118½; Pennsylvania State 6s, 2d series, 102½@102½; do. 3d series, 112@113; do. 5s, new loan, 110½@110½; Philadelphia and Reading, 16½@16½; do. Gen'l mort. 7s, coup., 100@101; do. reg., 100½@101; do. mort. 6s, 1880, 103@106; do. 7s, new conv. 55@55; do. 7s, 1893, 108½@—; United New Jersey R. R. and Canal Co., 123@129½; Camden and Amboy mort. 6s, 1889, 110½@—; Pennsylvania R. R., 29½@29½; do. 1st mort., 104@106; do. gen'l mort. coupon, 105½@106; do. reg., 107½@108½; do. Consol. mort. 6s, reg., 90@91; Little Schuylkill R. R., 38@41; Morris Canal, —@56; do. pref., —@132; Susq. Canal 6s, —@47; Schuylkill Nav., 3@—; do. pref., 6½@8; do. 6s, 1882, 54@55; do. 1872, 87@90; Elmira and Williamsport pref., 36@41; do. 7s, 101@101; do. 5s, 62@—; Lehigh Coal and Navigation, 19½@19½; do. 6s, 1884, 102½@102½; do. R. R. loan 102½@—; do. Gold Loan, 87½@88; North Pennsylvania, 39@—; do. 6s, 107@107½; do. 7s, 112@—; do. Gen'l mort. 7s, reg., 107@107; Philadelphia and Erie, 9¾@10¾; do. 6s, 103@—; do. 7s, 94@94½; Minehill, 45@45½; Catawissa 6@6; do. pref., 32@35; do. new pref., 29@30; do. 7s, 1900, 101½@103; Lehigh Valley, 36@36½; do. 6s, new coupon, 108@109; do. reg., 108@110; do. 7s, reg., 110@111½; do. consol. mort., 98½@—; Fifth and Sixth streets (horse), 65@70; Second and Third, 67@67½; Thirteenth and Fifteenth, 34½@35½; Spruce and Pine, 26½@—; Green and Coates, 31@—; Chestnut and Walnut, 46@—; Hestonville, 12½@13½; Germantown, 45@50; Union, 64@70; Lombard and South, 5@—; Ridge Avenue 46@—; Seventeenth and Nineteenth, 34@—.

Baltimore.—Baltimore City 5s, 102½; do. 6s, 1890, 113½; do. 1900, 113¾; Cincinnati 7.30s, J. and J., 104½; do. M. and N., 104; Richmond 6s, 101½; Virginia Peelers, 42; Maryland Defense 6s, 112½; do. 6s, exempt, 115; Baltimore and Ohio R. R. 1st pref., 100; do. 2d pref., 95; Virginia and Tennessee 3d mort., 8s, 83. The latest quotations are: Cincinnati and Baltimore, 7s, —@100; Wilmington and Weldon 7s, 103@—; Wilmington, Columbia and Augusta 7s, 25@33; Richmond and Danville 1st mort., 73@—; Pittsburgh and Connellsville 7s, 1898, 102@102½; Baltimore and Ohio, 105½@110; do. 1st pref., —@

100½; do. 2d pref., 90@95; do. 6s, 1880, 107½@—; do. 1885, 108@—; Northern Central, 17@—; do. 6s, 1885, —@—; do. 6s, 1900, 101@—; do. 6s, 1900, gold, 97@98; Marietta and Cincinnati 1st mort. 7s, 1892, 97@97½; do. 2d mort. 7s, 54½@54½; do. 3d mort. 8s, 22@22½; Central Ohio, 27@30; do. pref. 38@40; do. 1st mort., 100@101; Western Maryland 1st mort. 6s, 1890, 90@95; do. 1st mort. guar., 108@—; do. 2d mort. guar., 108@—; do. 3d mort. guar., 106@112; do. 2d mort. pref., 50@79; do. 2d mort. guar. by Washington Co., 101@102; Virginia and Tennessee 2d mort. 6s, 81½@85; do. 3d mort. 8s, 82½@84; Orange and Alexandria 1st mort. 6s, 81@90; do. 2d mort. 6s, 68@75; do. 3d mort. 8s, 50@63; do. 4th mort. 21½@35; Orange, Alex. and Manassas 7s, 72½@73; Baltimore 6s, 1884, 111@—; do. 1886, 111@—; do. 1886, 111@—; do. 1886, new, 111@112½; do. 1890, 113@113½; do. 1900, 113½@—; do. 1900, new, 112½@—; do. 1902, 113½@—; do. 1902, new, 112½@115; do. 6s, exempt, 115@115; do. 1893, 112½@—; do. 1893, new, 114½@115; do. 5s, 100@—; do. 6s, new, 102½@102½; Maryland Defense 6s, 1883, —@113½; do. 6s, 1890, —@112; do. 6s, exempt, 114½@115; do. 5s, 96@—; Virginia consol. 6s, 65½@65½; do. 2d series, 41@42; Virginia Consol. coupons, 81@81½; West Virginia def. certif., 5½@5½; Baltimore City Passenger R. R., 31@34½; Baltimore and Catonsville R. R., 12@—; George's Creek Coal, 90@110; Maryland Coal, —@11; Atlantic Coal, 1.25@1.75; Canton Co., 12½@—; do. gold 6s, —@90; Santa Clara, 7½@14; do. bonds, 25@—.

Boston.—Norwich and Worcester R. R., 120; Connecticut and Passumpsic Rivers R. R. 56½; do. 7s, 103; Atchison, Topeka and Santa Fe consol. scrip, 50; Boston, Hartford and Erie 7s, guar., 12; Ogdenburg and Lake Champlain 8s, 100; Boston, Revere Beach and Lynn R. R., 35; Vermont Central bonds, Indorsed, 39; do. Extension bonds, 40; Carthage and Burlington 8s, 1879, 101½; Keokuk and St. Paul 8s, 1879, 101½; Portsmouth, Gt. Falls and Conway 7s, 49¾; Ches-hire R. R., 6s, 29½; do. 1880, 99; do. 1896, 97½; Boston Land Co., 3; Quincy R. R. Bridge, 106; Maine State 6s, 1880, 105½; Massachusetts 5s, 1893, gold, reg., 111½; Boston 5s, 1905, gold, reg., 111; do. 1884, 105½; do. 1880, 105; Cook Co., Ill., 7s, 1892, 109¾; Charlestown 6s, 1891, 111½; Portland 6s, 1887, 107½; do. 1890, 108½; Chicago 7s, 1888, 109; St. Louis City 6s, 1880, 102½; do. 1886, 104½; Duncan Mining Co., 2½; International, 35; National, 22½.

Houston and Texas Central Railway.
The earnings of the Houston and Texas Central Railway for the month of July, 1877, were \$161,577 66, the expenses (including taxes) \$123,732 60, and the net earnings \$37,845 06; for the month of July, 1876, the earnings were \$148,375 21, the expenses (including taxes) \$147,880 60, and the net earnings \$494 61—showing an increase in earnings of \$13,202 45, with a decrease in expenses of \$24,148, making the increase in net earnings \$37,350 45.

Cincinnati, Hamilton and Dayton Railroad.
The earnings of the Cincinnati, Hamilton and Dayton Railroad and its leased lines for the quarter ending June 30, 1877, were \$539,634, the ex-

penses \$268,589, and the net earnings \$171,045; for the quarter ending June 30, 1876, the earnings were \$611,078, the expenses \$459,793, and the net earnings \$151,285—showing a decrease in gross earnings of \$71,444, with a decrease in expenses of \$91,203—making an increase in the net earnings of \$19,759.

FISK & HATCH,

Bankers,

No. 5 NASSAU ST., NEW YORK.

U. S. GOVERNMENT BONDS bought and sold in amounts to suit investors; also, Gold, Silver and foreign coins: Deposits received in Currency or Gold, and interest allowed on Balances: Special attention paid to Investment Orders for Miscellaneous Stocks and Bonds.

BUFFALO, NEW YORK & ERIE R. R. FIRST MORTGAGE RENEWAL 7 per ct. Bonds, due 1916.

Interest payable June and December, in New York.
(COUPON OR REGISTERED.)
FOR SALE BY
Perkins, Livingston, Post & Co.,
No. 23 Nassau St., New York.

Miles.	
Length of road from Buffalo to Corning	142
Double track	31
Sidings	47
Third rail laid on 80 miles	40
Total	260
(Of which 67 miles are laid with steel rails.)	
The renewal first mortgage is	\$2,330,000
(Being less than \$17,000 per mile on 142 miles, or about \$9,000 per mile, counting double track, sidings and third rail.)	
Of these bonds there have been issued to retire old bonds	458,000
The balance	\$1,922,000

Have been sold by the company at a price more than sufficient to pay off all the old bonds of the company, all of which mature 1st December, 1877.

The proceeds of the renewal bonds are paid into the Union Trust Company to retire old bonds, and the Union Trust Company have executed an agreement to pay the money out only as the old bonds are presented to them for redemption and cancellation.

This issue of bonds does not increase the mortgage debt of the company, but simply renews the old loan for 40 years.

This company has extensive docks, lands and terminal facilities at Buffalo.

The road and property of this company was leased to the Erie Railway Company in 1863 for the term of 490 years. The yearly rental is \$238,100. The rent is payable semi-annually, being more than sufficient to pay 7 per cent. interest on the bonds and 7 per cent. dividend on the stock.

The road is of vital importance to the Erie Railway. All their Buffalo, Niagara and Suspension Bridge business has to go over it, and it is also their only outlet for their Rochester business. The extensive coal business of the Lehigh Valley Company is tributary to this line; and as the property could not be duplicated to-day for less than \$7,000,000, the punctual payment of the rental is assured for the future, as it has been for the past 14 years.

The Recent Strikes.

An article in the North American Review, just issued, written by Col. Thomas A. Scott, President of the Pennsylvania Railroad Co., after reciting the facts of the recent history regarding the strikes of railroad employes, and stating the necessities of the railroad companies in view of the public demands upon them, makes the following deductions:

This insurrection, which extended through fourteen States, and in many cases successfully defied the local authorities, presents a state of facts almost as serious as that which prevailed at the outbreak of the civil war. Unless our own experience is to differ entirely from other countries—and it is not easy to see why it should, with the increasing population of our large cities and business centres, and the inevitable assemblage at such points of the vicious and evil disposed—the late troubles may be but the prelude to other manifestations of mob violence, with this added peril that now, for the first time in American history, has an organized mob learned its power to terrorize the law-abiding citizens of great communities.

With our recent experience before us, it is believed that no thoughtful man can argue in favor of delay by the proper authorities in dealing with lawless and riotous assemblages. Delay simply leads to destruction of property, and may lead in the end to the destruction of life. The force used to repress such assemblages should be as prompt in its manifestation as the evil with which it deals. The interests concerned are too grave to admit of delay. The raising of the black flag and the stoppage of all vessels on the great lakes and on the Mississippi and Ohio rivers would not produce one tithe of the damage to the whole country that has resulted from the recent stoppage of the great trunk lines. The burning of the vessels and their cargoes on these waters would raise a storm of wrath which no mob would dare to face, and would be visited by the United States Government, under existing laws, with most exemplary punishment. But what distinction can be established between such a crime and the heinous destruction at Pittsburgh of over 1,800 cars laden with the products of the various States, together with the engines ready to move them to their destination, and the station buildings and machine shops that were absolutely essential to their proper care and movement, and which with other like doings resulted in the stoppage of all commerce and business relations between the States not only on one highway, but on many important lines, through the concerted action of the mob and its leaders? In the city of Pittsburgh, much human life, and many private dwellings and other property were sacrificed as the result of mob violence; indeed, it is almost a marvel that a large portion of that city was not destroyed by fire. Only the prevailing direction of the wind averted greater and more general disaster.

The authority of the United States, now potent to protect commerce moving upon the waters, should be equally potent when the same commerce is exposed to greater peril upon land. This brings us, then, to the practical question: In what shape can this protection be put so as to be extended most efficiently and with the least delay?

The present regulations all favor, unintentionally, the rioters and the mob. In the first place, the Mayor of a city must exhaust his power, the Sheriff of the county must essay his strength; then, while precious time is expending—for a mob constantly attracts dangerous elements and grows with impunity and success—the Governor of the State must be called upon by the Sheriff of a county. If the State happens to have an effective military organization, which at the present time is the case in perhaps not more than five out of the 37 States of the Union, the Governor can call out the military forces and suppress the riot. If the State has no such organization, or if the military forces of the State prove inadequate to the emergency, the Governor is paralyzed, and must call

upon the United States for assistance. If the authorities of any State should, for any cause, fail or refuse to call upon the United States Government, what possible remedy or protection is left to life and property within the limits of that Commonwealth? It can readily be seen what frightful possibilities of mischief are afforded by the necessarily long interval which must elapse in the present state of our laws before the Federal authority can intervene in cases where its intervention is most imperative.

In fact, as our recent experience has shown, the only roads which could procure prompt protection and immunity from interference were those whose misfortunes had made them bankrupt and placed them in the direct custody of Receivers appointed by the United States courts. To the aid of these roads the United States Marshall could call United States troops, and no rioter dared to resist the power represented by the small but admirably disciplined detachments quartered near the scenes of the recent troubles.

It will hardly be contended that the railway companies must become bankrupt in order to secure the uninterrupted movement of traffic over their lines, or to entitle them to the efficient protection of the United States Government.

If a bondholder or other creditor is entitled to the protection of the Federal courts to prevent the threatened impairment of the value of a property through legal proceedings, he certainly should not be left without remedy against lawless violence which has actually destroyed the security for his investment, and has, as at Pittsburgh, converted millions of dollars into scrap-iron and ashes.

The laws which give the Federal courts the summary process of injunction to restrain so comparatively trifling a wrong as an infringement of a patent-right certainly must have been intended or ought to give the United States authority to prevent a wrong doing which not only destroys a particular road, but also paralyzes the entire commerce of the country and wastes the national wealth.

It is demonstrable that during the recent disturbances the Government of the United States was itself a direct loser, and through the Government, the taxpayers of the whole country, to a very large amount, by the diminution of the national revenues arising from the interruption of business and the interference with many of the operations on which the internal taxes of the country are levied, as well as by the diminution of the Customs revenues, as all the imports during this period, instead of being forwarded to their destinations, were necessarily placed in store, of course, without payment of any duty to the Government for the time being. Suppose that this state of things had continued for 60 days; would not the United States Government have been deprived of nearly all the revenues on which it relies to meet its current obligations?

Certainly it could not have been contemplated, in the formation of our Government, that the United States authorities should submit to see the transportation of the mails covering the enormous financial and business transactions of the whole country, and the movement of supplies required for its own various departments, made dependent upon the grace and favor of rioters whose misconduct in almost any other form would have secured their immediate arrest and condign punishment.

During the recent riots the movement of United States troops was impeded at several points, and large quantities of ammunition and other Federal stores on their way to the Pacific coast were forcibly detained for days. The operations of the National Government in some parts of the country were as completely blocked as in the early days of the civil war. There certainly should be a protection against such dangers and a remedy for such wrongs.

If the Government of the United States is to exercise its power of protection or of remedy, it, perhaps, can do so only through an adequate exhibition of the military force that may be given it for such purposes by Congress. The important ques-

tion is to ascertain in what way the Government can so exhibit its military forces as to secure the utmost possible efficiency in the enforcement of law and order without jarring or disturbing the general framework of our institutions and our laws.

It seems to be indispensable, in the light of recent events, that whatever force is to be used by the Government in such emergencies should be so distributed and controlled that it may be concentrated upon any point or points that may be threatened within a few hours of any outbreak. Several companies of regular troops that were quartered at Baltimore, Philadelphia, Pittsburgh, Reading, Scranton, Louisville, Chicago, and other places, during the recent riots, had to be transported for such distances that, if they had been compelled to march instead of moving by rail, they would have been powerless to avert mischief. It was only by the fear or favor of the rioters that the United States were able to concentrate their forces where they did. In some cases formal resolutions were passed by the strikers that no troops should be allowed to pass over the lines. In Jersey City a mob endeavored to prevent the departure of a United States battery and the troops connected therewith. On the Erie Railway, between Cornell and Hornellsville, a few lawless men, by tearing up tracks, destroying bridges, and tampering with switches, were able seriously to retard the military forces of the State, which were there under the orders of the Governor to re-establish law and order.

What is needed, therefore, would clearly seem to be that proper forces should be so disposed at prominent points—large cities and other great business centers, in many of which the Government has arsenals, custom houses, mints, navy-yards, and other property of its own to protect—that their movements can be combined rapidly, and they be directed against points of danger, so as to be able to act effectively and with decision before violence can become triumphant.

With the experience of other countries to warn and guide us, and especially with the experience of England, where the rights of the people have for ages been guarded and asserted as jealously as they always have been and should be among ourselves, we shall have only ourselves to blame if, through apathy, demagogism, or weakness, we leave ourselves unprepared to meet an issue, which, from all the evidences of the times, is only too likely again to be forced upon us.

With the approach of winter, and the loss of outdoor employment which severe weather, even in the most prosperous times, entails, the country will have to deal not only with the deserving among the unemployed, who can be reached and helped through local organizations, but with vast numbers of idle, dangerous, and in many cases desperate men, who have been allowed, unfortunately, to catch a glimpse of their possible power for mischief. Such men, unless confronted by a thorough organization in the cities, States, and other communities, backed by the power of the Federal Government and an unmistakable public opinion, will need but little urging to renew the scenes which have already brought such disgrace upon the American name.

It surely may be hoped that at the approaching session of Congress the earnest, unprejudiced, and patriotic men of both houses will discuss this grave subject independently of party lines, and with the united resolve to secure equity to all interests and to take all necessary measures to secure protection to life and property and the impartial enforcement of the laws, including the guarantee to every man of the right to work for such compensation as he may agree upon with other men, free from interference or intimidation.

The able lawyers of the Senate and House will perhaps frame a law which will give to the owners of every highway carrying inter-State commerce, whether by land or water, in which citizens of different States are interested, or carrying the United States mails or other Government property, the right to appear by petition properly verified before the tribunals of the United States, in

order to show that the movement of such traffic has been interfered with by unlawful combinations, by threats or by violence, and which upon such showing will give these tribunals the right, when necessary, to call upon the United States, in the form now authorized by law, to enforce their process by arresting the rioters and the suppression of all such unlawful combinations. The magnitude of the evil to be met and dealt with can hardly be overstated. The remedy to be provided should be equally prompt and effective. It must be discussed and adopted in the interest of the whole country, and not of any particular class; for the interests of all classes of our citizens are the same in the maintenance of domestic peace and civil order.

But to no one class in the community is an absolute assurance of peace so important as to the men who have no capital but their labor. When the accumulations of labor are put in peril by lawlessness, capital may always protect itself by suspending the enterprises which give labor its value, and insure it its reward. Anarchy not only deprives the laboring man of his present subsistence, but puts in jeopardy all his hopes of improvement for his own future, and the future of his family.

My own railway experience, extending over a period of 30 years, leads me to believe that the managers of American railways in general may fearlessly appeal to their past relations with the faithful among their employees to prove that they, at least, have always endeavored to treat the interests of employers and employed as identical, and have never failed to take into prompt and respectful consideration every grievance which has been fairly and properly presented to them. I am sure that it has been the purpose of the company with which I am connected, to at all times pay its employees the best compensation that the business of the country would warrant; and I have no doubt that this will be the policy of the company for all future time, as it is founded on sound business principles no less than upon the instincts of humanity.

Minnesota Railroad Projects.

The St. Paul Pioneer Press gives the following list of roads upon which work is now going on, and likely to be completed within the next twelve months:

The Brainerd branch of the St. Paul and Pacific; the Glyndon cut-off; the Minneapolis and St. Louis; the Midland, from Wabasha to Faribault; the Martin County Railroad; from Fairmount to Blue Earth City; from Caledonia to connect with the Dubuque and Minnesota Railroad; the Burlington, Cedar Rapids and Northern; and the Knife Falls Railroad. Fourteen other railroads have been projected, which are either regarded as necessary to the working of other completed lines, or are extensions of roads the owners of which may reasonably be expected not to let their talents lie idle. These roads, making a total of twenty-three in progress and projected, are: the St. Vincent branch; the line from Pembina to Winnepeg; from Melrose to Glyndon; Laverne and Sioux City Falls; Northern Minnesota, or Fergus Falls; St. Paul and Minneapolis air line; Des Moines and Minnesota; St. James and Winnebago City; Hastings and Dakota; Minneapolis and Hutchinson; Northern Pacific extension; North Wisconsin; Hudson and River Falls; and Chippewa Falls and Medford.

It is suggested that the Elevated Railway Company extend their system of cars to Fourteenth street and Sixth avenue to some point about Union square, so that people living east of Fifth avenue may have a chance equally with those living west. There are three large hotels about the square, and others being built, so that it is quite evident that sufficient patronage would be extended to make the venture a permanent success.

Passenger Agents' Association.
The General Ticket and Passenger Agents' Association, comprising among its members the heads of the passenger departments of all the principal railways in the United States and Canada will hold its next semi-annual convention at the Hotel Brunswick, Boston, on the 14th inst., and continue in session during the succeeding four or five days.

This association has for its object the harmonizing of all adverse interests in the passenger transportation departments of our various railways, the organization of combinations of routes and rates of travel for the greater convenience and economy of the traveling public, the establishment of rates between connecting lines and the discussion of all matters relating to passenger transportation generally, and being composed of gentlemen from all sections of the country is entirely national in its character, working unselfishly for the general good.

Statement of the Public Debt of the United States, September 1, 1877.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1855.....	\$250,000 00	\$2,194 67
6 per cent. 1881 bonds, 1861..	18,415,000 00	184,150 00
6 per cent. 1881 bonds, (Oregon), 1861.....	945,000 00	9,450 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	1,893,213 50
6 per cent. 1881 bonds, 1863..	75,000,000 00	750,000 00
5 per cent. 10-40 bonds, 1864..	194,566,300 00	4,864,167 50
6 per cent. consols, 1865.....	182,574,000 00	1,825,740 00
6 per cent. consols, 1867.....	310,618,930 00	3,106,189 00
6 per cent. consols, 1868.....	37,468,000 00	374,680 00
5 per cent. funded loan of 1881	508,440,350 00	2,118,501 46
4 per cent. funded loan of 1891	185,000,000 00	2,081,250 00
Aggregate of debt bearing coin interest.....	\$1,702,607,700 00	\$17,209,486 13
Interest due and unpaid.....		8,310,182 36
DEBT BEARING INTEREST IN LAWFUL MONEY.		
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$70,000 00
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 55
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1858....	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	535,000 00	517 20
6 per cent. 5-20 bonds, called June, 1864.....	179,650 00	353 53
6 per cent. 5-20 bonds, called 1865.....	6,410,800 00	177,102 07
6 per cent. Consol. bonds, called, 1865.....	11,458,400 00	343,602 00
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,698 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,900 00	105 00
6 per cent. treasury notes, 1861.....	3,000 00	864 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,850 00	1,152 00
5 per cent. 1 year notes, 1863.....	54,815 00	2,762 85
5 per cent. 2 year notes, 1863.....	46,150 00	2,307 17
6 per cent. compound interest notes, 1863-64.....	292,490 00	53,954 25
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	164,050 00	2,729 47
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	318 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity.....	\$10,357,690 26	\$669,019 05
DEBT BEARING NO INTEREST.		
Demand notes, 1861-62.....	\$43,332 50	
Legal tender notes, 1862-63.....	357,973,104 00	
Certificates of deposit.....	50,400,000 00	
Fractional currency, 1862-64.....	19,171,114 39	
Coin certificates, 1863.....	38,525,400 00	
Unclaimed interest.....		7,067 03
Aggregate of debt bearing no interest.....	\$465,167,610 89	\$7,067 03

ENCAPITULATION.		
	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$814,341,050 00	
Bonds at 5 per cent.....	703,265,850 00	
Bonds at 4 1/2 per cent.....	185,000,000 00	
	\$1,702,607,700 00	\$25,510,618 49
Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.	14,000,000 00	70,000 00
Debt on which interest has ceased since maturity.....	19,357,690 26	669,019 05
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$358,040,090 50	
Certificates of deposit.....	50,400,000 00	
Fractional currency.....	19,171,114 39	
Coin Certificates.....	38,525,400 00	
	\$465,167,610 89	7,067 03
Unclaimed interest.....		7,067 03
	\$2,202,132,971 15	\$26,365,694 57
Total debt, principal and interest, to date, including interest due and unpaid.....		\$2,228,398,365 72

AMOUNT IN TREASURY.		
Coin.....	\$106,904,936 02	
Currency.....	11,828,137 96	
Currency held for redemption of fractional currency.....	8,265,412 00	
Special deposit held for redemption of certificates of deposit as provided by law....	50,430,000 00	
	\$177,428,586 06	
Less: Estimated amount due Military Establishment for which no appropriations have been made.....	4,500,000 00	
	\$172,928,586 06	
Debt, less amount in Treasury, Sept. 1, 1877.....	\$2,055,469,779 67	
Debt, less amount in Treasury, on the 1st ult.	2,069,359,318 42	
Decrease of debt during the past month.....	\$13,889,538 75	
Decrease of debt since June 30, 1877.....	4,688,443 59	

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$258,851 20
Kansas Pacific bonds, 1862-64.....	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.....	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-64.....	1,970,500 00	19,705 00
Sioux City and Pacific bonds, 1862-64.....	1,624,320 00	16,243 20
Totals.....	\$64,625,512 00	\$646,235 12

Interest paid by United States, \$25,957,629 14; Interest repaid by transportation of mails, &c., \$5,676,250 50; balance of interest paid by United States, \$27,281,378 64.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, August 31, 1877.

JOHN SHERMAN,
Secretary of the Treasury.

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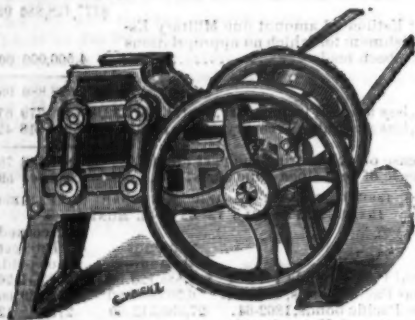
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Chesapeake and Ohio Canal Construction Bonds.

The United States Supreme Court has rendered an opinion in the case of W. W. Corcoran, appellant, vs. the Chesapeake and Ohio Canal Company, an appeal from the Supreme Court of the District of Columbia. The issues in the case have been narrowed down to a single material point, viz: Whether what is known as the coupons of the canal construction bonds are entitled to bear interest—that is interest upon the interest of said bonds. This question has been decided negatively by the Circuit Court of Baltimore city. The Court of Appeals of Maryland has also decided that under a special statute of the State authorizing the pledge of the canal company of its revenues for the payment of said bonds and interest thereon, simple interest only was meant, and that as to the lien on those revenues and tolls, interest on the coupons was not included in the lien. The Supreme Court, thereupon, thinks the decisions of the Maryland courts became the law of the whole case as to the parties thereto, and affirms the decision of the court below.

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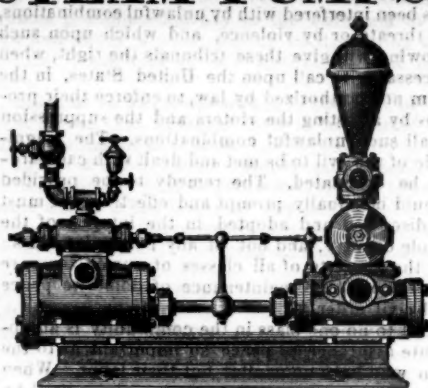
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Work on the Pittsburg, Wheeling and Kentucky Railroad was commenced at the Wheeling end on the 25th ult.

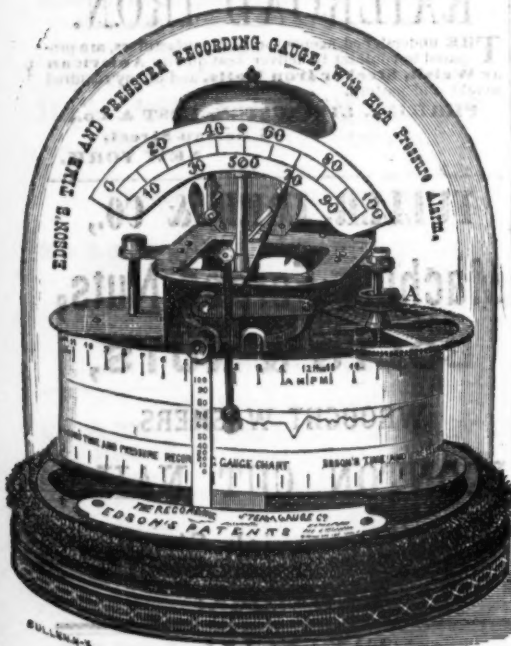
NOTICE TO THE HOLDERS OF Alabama & Chattanooga Railroad

FIRST MORTGAGE BONDS.

The circular of Messrs. EMILE ERLANGER & CO., of London, containing their proposal to the bondholders, can be obtained, together with forms for subscriptions, by applying to the undersigned.

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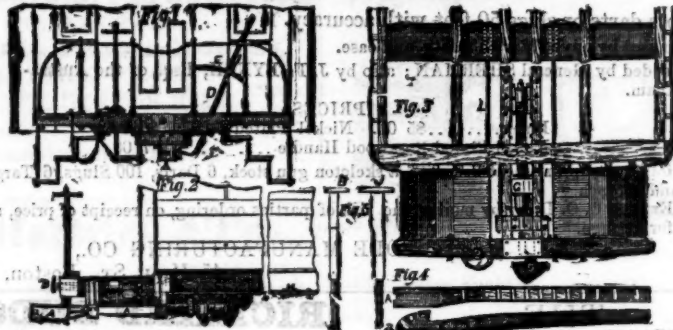


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WM. W. LOBDELL, Sec.

P. N. BRENNAN, Treas.

Lobdell Car Wheel Co.,
Wilmington, Del.